

LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XII.

JANUARY, 1888.

No. 1.

TO THE B OF L. F.

I MET Sargent a short time ago, and he said:
"Shandy, give us a rhyme when you can."
And that Sargent's a lad with more sport in his head
Than is taught on the Sabbath-school plan—
Hannahan also stood neighborly by,
And Chief Whenton completed the set;
And full many a side-splitting jest was let fly
From the lips of that jolly quartette.

Now, good morning, my boys, 'tis the birth of the year,
And the time we should pay our regards;
Just the day for each fireman and each engineer
To shake hands, like a pair of old pards.
We have many long months ere December comes on
For a good natured growl in our way,
But we'll muster a smile every feature upon,
And devote to true friendship to-day.

I'm no stranger at all, you all know me, I guess,
For I've watched your career very close;
I had sighs to bestow when you were in distress,
And had smiles when you conquered your foes.
I have served in the ranks, from the pit have I climbed—
Not an inch did I ride on a pass—
I tossed blocks, handled scoops, used the slash bars and rhymed;
Greased the stack, cursed the pumps and the brass.

So you see very well I am one of the boys
That have honestly toiled on the track;
Like yourselves, I have tasted of sorrows and joys,
Been delighted, and "screwed on the rack."
Had a flirt with the ladies when passing along,
Tolled the bell when some station I'd near.
With a roll just as sweet as an amorous song,
Just to catch my own favorite's ear.

If a sermon I'd preach to you here—what a laugh
'Mongst the knights of the scoop I'd create,
I've not yet arrived at that age where we quaff
Every sermon without a debate;
And, besides, I know Debs has an eloquent pen,
For impostors it flashes quite keen,
Oh, it drives every hypocrite into his den,
With a lunge like a Highland man's skean!

So I'll modestly close with a happy New Year,
And the best of good luck to you all—
Now, believe me, old friends, these few words are sincere
As I'er from my lips have let fall.
To your wives and your sweethearts I pray for the same,
And I hope that the future may be
Overloaded with happiness, honor, and fame,
For the B. of L. F. and—for me.

—Shandy Maguire.

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(RECAP)

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Locomotive Firemen's Magazine

A MONTHLY MAGAZINE devoted to the interests
of LOCOMOTIVE ENGINEERS.

TERMS—ONE DOLLAR PER YEAR, IN ADVANCE.

EUGENE V. DEBS, *Editor and Manager.*

JANUARY, 1888.

A. D., 1888, AND THE BROTHERHOOD.

The *Magazine* sends New Year's greetings to its thousands of readers, and in the old time phrase, wishes each one a "Happy New Year." It seems but yesterday since we welcomed 1887, since we "rang out the old and rang in the new," and we sing of the years as we do of friends—

"The departed, the departed, they visit us in dreams.
They glide above our memories, like shadows over streams."

But our memories are not catacombs, not repositories for skulls and bones, not sepulchres nor cemeteries. We remember the years that are past and gone as verdant fields through which it has been our good fortune to stroll with Brotherhood companions, fields of verdant slopes, laughing streams, flowing fountains, blooming flowers, singing birds, umbrageous woodlands; not weeping willows nor the gloomy yew and arborvitæ—and if in these walks we have talked not only of departed years but of departed comrades, we have sought for their noble examples of faith and truth and good works, not for their dust, we have not thought of them as dead, since, good men like kind words, noble deeds, never die. True, they have laid aside the scoop, relaxed their grasp upon the throttle, what then? a transfer from the cab to the chariot, and now the palm and the crown, the harp and the song, the eternal holiday, and thus we contemplate the "Flood of Years," and say,

* * * * * So they pass
From stage to stage along the shining course
Of that bright river, broadening like a sea.
As its smooth eddies curl along their way
They bring old friends together, hands are clasped

In joy unspeakable; the mother's arms
Again are folded 'round the child she loved
And lost. Old sorrows are forgotten now,
Or but remembered to make sweet the hour
That overpays them; wounded hearts that bled
Or broke are healed forever. In the room
Of this grief-shadowed present, there shall be
A Present in whose reign no grief shall gnaw
The heart, and never shall a tender tie
Be broken; in whose reign the eternal change
That waits on growth and action shall proceed
With everlasting concord hand in hand."

We dismiss the past. We cannot recall it or live it over again—nor would we if we could. The past is valuable for its historic treasures. The Brotherhood of Locomotive Firemen boasts of no great antiquity, and yet Methuselah, in his pilgrimage of almost a thousand years, when he handed in his checks had seen less of the world and knowledge of it than the youngest knight of the scoop and throttle who guides and feeds the iron steed on his modern track of steel. But the Brotherhood of Locomotive Firemen has a history with which each member is familiar, and which for twelve years the *Magazine* has written and published.

Is it worth while to review the history of the Brotherhood? Would the task inspire confidence in the stability of the Order? What of the road the Brotherhood has traveled from 1873 to 1888? By what standard shall the Brotherhood be measured? If it be in the number of Lodges count them from No. 1 to No. 380. If it be in the territorial sweep of its jurisdiction, behold its grandeur from Port Jervis, east, west, north and south, from ocean to ocean in lines across the continent, north and south of the great inland seas, and lines running north and south from Hudson Bay to the Gulf of Mexico, from the sunny south to the frozen north. If it be the question of membership count from ten to 18,000. Such a review of the history of our Brotherhood is cheering in a high degree. But we are inclined to the opinion that such things are not the most resplendent facts in the history of our Brotherhood. To achieve such progress has required the employment of mind forces of the highest order. In saying this we do but pay a just tribute to the wisdom of Loco-

motive Firemen. From 1873 to 1888 there have been times of trial and peril, times when the winds and the tides challenged the progress of the Brotherhood, challenged its ability, its tenacity of purpose, its mind resources, in fact, its right to exist. It had its days of financial embarrassments—financial gloom, than which nothing is more perilous to existence. But the Brotherhood was equal to the emergency. If there were those who were despondent there were others who were courageous, and in spite of adverse circumstances the Brotherhood moved forward—obstacles vanished, victories were achieved and the fact was demonstrated that the Brotherhood of Locomotive Firemen had come to stay, and that it had a right to live and prosper. Conservative to a degree that it held fast to all that was good as demonstrated by experience, it has been brave enough to abandon clogs to progress and move forward to higher planes of usefulness as demanded by the spirit of the times. The Brotherhood of Locomotive Firemen has evinced a quick and high appreciation of proprieties, in maintaining its own rights while conceding the rights of others, and as a consequence Railroad Managers have learned that its mission in the world is to promote harmony rather than antagonisms between employer and employe, and thus inaugurate an era of good will rather than enmity, and in this regard the history of the Brotherhood is fruitful of boundless felicitations.

Continuing this review of the history of the Brotherhood from 1873 to 1888, we should be remiss were we to overlook the record it has made in responding to the demands of widows and orphans and parents when a Brotherhood Fireman has finished his mission in the earth. It is then that every Fireman's hand finds way to his purse, and a sacred obligation is promptly met, and what mortal man can do to ~~manage~~ ^{mitigate} grief and dispel gloom is done, and such deeds will continue to illumine the pathway of the Brotherhood while its Lodge fires burn on

"through chance and change, through good and ill, deep, constant, bright, unquenchable."

In the past the Brotherhood has made history. It has created circumstances and events. It will continue in the business during 1888. This history the *Magazine* will record as the months shall come and go. We do not belong to the croaking fraternity. To our vision the future is bright. Will there be storms in the future as in the past? Manifestly so. What then? Outride them. In starting out upon the voyage of 1888 let us see that our good Brotherhood ship is in good trim, every sail and rope fit to withstand the billows and the gale, then let them come. Ours is not

"Like some ill-destined bark that steers
In silence through the Gate of Tears."

The "Happy New Year" has come. We welcome it for the opportunities it will bestow with lavish liberality to do good, to advance, to achieve victories for the right, to chronicle the growth of our Brotherhood, not only in numbers but in knowledge, in comprehension of the right, in ability to utilize every force required to give dignity and influence to the Order.

We predict for the *Magazine* a year of increased usefulness to the Brotherhood, and no effort will be spared to meet every reasonable expectation. With more space at our command, pressing requirements can be in a larger measure answered and the value of the organ indefinitely increased. Hence we welcome 1888 with courage unabated, with faith unflinching, and with animating hopes. May we not expect the active and zealous co-operation of every Lodge and of every Brotherhood Fireman? Mindful of every kindness in the past, no doubt depresses us. The Brotherhood is great and strong and influential, and we contemplate the future with satisfaction. And now, in the spirit of fellowship, faith, hope and charity, we send forth No. 1 Volume XII of the *Magazine*. What shall the harvest be?

NOTHING TO FEAR FROM FIREMEN.

On more than one occasion in the past this *Magazine* has sought to give prominence to the fact that locomotive firemen are to locomotive engineers what a Fellow Craft Mason is to a Master Mason, what a first mate of a ship is to the captain, he is a fireman because he wants to be—hopes to be, an engineer. He takes his position on the left hand side of the cab with pick and scoop and patiently works for years at low wages, that he may qualify himself for the responsible position of locomotive engineer. And just here let it be stated that the great majority of engineers have been firemen. It has been said, and well said, that the best sea captains come from the fore-castle, that is, they have been sailors; they know a ship, every rope and sail; know a ship from stem to stern, aloft and aloft. They know how to sail a ship, not only when winds and tides are favorable, but they know what to do when the storm god comes down in his wrath and the billows of old ocean are black hills in motion. It is in this sense that a locomotive fireman learns to be an engineer. He learns the machine. He knows her from pilot to throttle. He is the engineer's mate, all the ambitions that animated the engineer when he was a fireman now quicken the aspirations of the fireman. The intimacy is not a matter of fancy but a fact, an association of mutual peril from which, while on the rail, there is no divorcement, and in which the fireman is steadily developing into an engineer.

Contemplating such conditions and propositions, we are led naturally to the contemplation of the two great Brotherhoods of locomotive engineers—Engineers and Firemen. The engineer has reached the goal of his ambition, the firemen, with all the energies he can command, is reaching forward for the same prize. The question arises, what interests can the engineer have, that is, as an engineer, that are not shared by the fireman? We know of none—not one. The fireman

wants the engineer to receive good wages—if not for the interest of the engineer, for his own interest, because, he too, expects to be an engineer. We do not place the fireman's estimate of the engineer's services upon that selfish basis, but if only selfishness influenced men's motives and actions it is easily seen that self-interest would make firemen stand by their engineers, since they soon hope to be engineers, and just here we remark, and it is worthy of remark, that since the organization of the Brotherhood of Locomotive Firemen, there is not an instance on record where the fireman did not fully recognize the rights of the engineers when those rights were involved, and the engineers sought to remedy any wrong imposed upon them—and here we repeat the caption of this article, that Locomotive Engineers have nothing to fear from the action of the Locomotive Firemen when their rights are invaded. In this connection we refer to the strike of the engineers on the Mexican Central road, where firemen were offered, and could have taken the places of the engineers, but not a man swerved from his loyalty to an unwritten obligation—self-imposed obligation, to do unto engineers as they would like to have firemen do unto them if they themselves were engineers. As a result the firemen on the Mexican Central to a man sacrificed themselves on an altar of their own erection, that of fealty to association, to right, to justice, demonstrating that engineers have nothing to fear from firemen in any emergency when their rights are involved.

Most gladly do we record such facts, and in giving them prominence in the *Magazine* we accord to locomotive firemen a meed of praise justly their due. And we believe the time has arrived when the great Brotherhoods of Locomotive Firemen and Locomotive Engineers, though separate and distinct organizations, must realize that they have so much in common, and that moving in the same line of endeavor and ambition they are bound by ties which neither constitution nor law can

sever; that any antagonism is necessarily artificial rather than inherent, and that the growth, power and influence of both ought to be productive of sentiments of good will rather than estrangement.

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MUTUAL OBLIGATIONS.

In the affairs of life, those who are unmindful of the importance of reciprocity, who undervalue the interchange of courtesies, friendships, generous words and generous deeds, are illy equipped to achieve success. They start out wrong and the further they travel the more thorny becomes the road. Their mistake is fundamental. A man who will not give a kind word for a kind word, who refuses a generous act for a generous act, who will not give friendship for friendship, chooses exile from the most attractive pathways mapped out by a divine hand, from the cradle to the tomb—he is a stranger to the most exquisite pleasure that heaven vouchsafes to man. Such a man has no music in his soul. His heart is dead to enjoyments without which life is a desert, and the journey of life anything but a benediction. We admit that it is difficult to conceive of such a man, but there are such and their acts, all too often, warrant the severest criticism.

As between employer and employe, the question of mutual obligation is constantly up for debate. We are disposed to be practical in what we have to say on the subject. Mutual obligations exist between railroad managers and locomotive firemen. The proposition is self-evident. It need not be discussed. It matters little where we begin. The railroad manager is under weighty obligations to treat the fireman as a man, a gentleman—honorably, justly. It goes without saying, that it is for his interest to extend that sort of treatment to firemen. The idea of caste, class, the kind of work performed or the wages paid, are entirely foreign to the subject. Above such things the railroad officials should

see the man—and every right and privilege due to manhood should be recognized. This done, every obligation will be met. Now, we inquire, what is the duty of the fireman? Is it not to reciprocate to the fullest extent the just treatment of the railroad official? What are some of the obligations locomotive firemen are under to their employers? Manifestly, kindness for kindness. But the fireman demands certain wages. The amount is paid. It may be contended that the fireman's obligation to his employers begins and ends with firing the engine. It is a narrow view of the subject. It does not meet the requirements. The locomotive fireman is to a certain extent the custodian of the property of his employer. In pursuing his vocation the fireman has many opportunities to save the property of his employer. He can be extravagant or economical in the use of fuel, which in the course of a year amounts to a considerable sum of money. If a fireman neglects his duty in this, if he is unmindful of his obligations in such cases, he falls short of being a first-class fireman, he does not recognize mutual obligations; he is wanting in considerate regard for the welfare of his employer. he is not a valuable man and he may expect to lose his situation and when the misfortune overtakes him he may learn the vast importance of being true to every trust, and he will understand that the law of mutual obligations, if disregarded, has in store for those who defy its power, penalties of great severity. It were folly to assume that every fireman is just what he should be, and it is a truth, however humiliating its confession may appear, that many firemen measure their duties and obligations by a sadly defective standard. In saying this we do not forget the buffetings firemen are often required to experience, but the duty of a fireman is to do all in his power to promote the welfare of the road upon which he runs. The obligation is binding—it cannot be revoked. It means fidelity to trusts, capability to assume responsibilities,

it means a phase of manhood, without which manhood is shorn of its dignity.

And it should be said, that a fireman who recognizes mutual obligations and regulates his services to his employer upon the basis of economy and fidelity to every trust is in the line of promotion and will soon reach the throttle—the goal of his ambition. Such a fireman is a student, a thinker, a reader, an investigator. His ambition is vitalized by a lofty sense of obligations, and his success is assured. We speak of the rule. There may be exceptions and doubtless are, but they do not weaken the conclusion that the road which leads to promotion is very rarely travelled by those who ignore the binding force of mutual obligations.

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It may be difficult at first glance to see any connection between big guns and railroads—and yet it may be worth while to say that England has manufactured a gun forty-four feet long and weighing 110 tons—that it requires 1,000 pounds of powder for a charge and that the projectile weighs about 2,000 pounds. The gun costs \$100,000 and every discharge costs \$750. If England should take it into her head to build a railroad in any heathen land, and the authorities should object—one discharge of this gun, would, we imagine, clear the way.

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SOME of the great railroad corporations have been required to release their grasp upon many millions of acres of the public lands. Already above 30,000,000 acres have been secured and opened to pre-emption by settlers, equal to 187,500 farms of 160 acres each.

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THE Pullman Palace Car Company, according to an Ohio editor, is an octopus on wheels, and makes money by compelling the porters it employs to divide the fees they extort from its patrons.

FUEL AND OIL.

In previous issues of the *Magazine*, we have referred to the astounding loss sustained by railroad companies of the heat force of fuel, owing to the construction of the fire-boxes or furnaces of locomotives, and this great loss falls quite as heavily upon those who are operating stationary engines. Mr. John Bean, of the Cleveland & Canton Railroad Company, referring to the fact that the fuel and oil consumed by locomotives is a large part of the operating expenses of railroads, has issued a circular to engineers and firemen upon the subject, designed to aid them in their efforts to reduce the cost by securing greater economy. Mr. Bean lays down the programme as follows:

1st. The common practice of throwing four or five shovels of coal in fire box at one time, should not be followed. It is a waste of coal, as a less amount, and more often well distributed over grates, will give far better results, more steam and a saving of coal.

2d. The frequent blowing off of engines caused by having too much steam is an indication of carelessness and waste of fuel on the part of enginemen, and with due care and attention to duty it can nearly always be avoided.

3d. The carelessness of engineers in oiling the engine by putting on a large quantity where a few drops would do, as only a certain amount can be of use. In oiling valves, oil often with a small amount, each time which will give good results and also be a saving of oil.

4th. By strict attention to these simple rules, with a due regard on the part of enginemen to working their engines as economically as possible, always remembering that it costs money to produce steam and should be dealt out with judicious care, always take advantage of its expensive qualities. By so doing much coal and oil that is now wasted would be saved.

I desire that enginemen give this matter close attention, and that they post themselves fully on the points governing the economy of fuel and oil.

In justice to the men and company, I wish it clearly understood, that hereafter engineers, either of the first, second or third class, showing the best record in dealing with the company's supplies will be the men first selected for promotion.

It will be to the interest of the firemen to make a close study of the rules, as they will be promoted only from those that are economical and careful of the company's property.

We are of the opinion that in the foregoing suggestions Mr. Bean is eminently judicious. Economy is a virtue of commanding importance in all departments of business. To save is to make, and when expenditures are of a character to embarrass business, to increase losses rather than gains, they almost inevitably result in bank-

ruptcy. To make more steam than is required is a loss of fuel and steam; it does not help, it is simply throwing away money, and the same is true of every improper use of oil. Engineers and firemen who observe rigid economy in such matters are properly the men for promotion, because they are money savers as well as money earners.

But we notice that Mr. Bean says: "In justice to the men and company I wish it clearly understood that hereafter engineers either of the *first*, *second* or *third* class," &c. Now, we should like very much for Mr. Bean, or some one speaking for him, to tell the public in plain unambiguous terms, what he means by *second* and *third* class engineers. What positions on the Cleveland & Canton Railroad do *second* and *third* class engineers occupy? Do they run passenger trains? Do they run freight trains? Do *second* and *third* class engineers do the work and perform the duties of *first* class engineers? We should like to have railroad managers tell the public what defects they find in engineers that require them to be rated *second* and *third* class? The traveling public is interested in this matter. If *second* and *third* class engineers perform the duties of *first* class engineers, why rate them *second* and *third* class? If they are not qualified to take charge of an engine they ought not to be permitted to do so. Railroad accidents are occurring every day, often to the last degree horrifying. Men and women are killed by the score, they are maimed, crushed, and if not killed outright, they are crippled for life. The public will be driven to the inquiry, was the wrecked train in the custody of a *second* or *third* class engineer? and the courts will be appealed to. The question is one of the most serious import. We do not blame Mr. Bean for being solicitous about fuel and oil, but the public is profoundly interested in knowing that trains are in the hands of *first* class engineers, and if once the fact is ascertained that trains are in the hands of *second* and *third* class engineers there will be wide spread commotion.

TALK WITH A VETERAN ENGINEER.

There are various ways to obtain knowledge, and it is universally conceded that conversation ranks high in the list. To talk with an intelligent man on any subject is always instructive, and if the subject be one with which he is familiar, that he has made a life study and, in the discussion of which he speaks from experience, then in that case his words have special value and can be remembered with profit.

Suppose the topic to be the question, "What constitutes a good Locomotive Fireman?" Who, we ask is better qualified to talk upon the subject than an intelligent, fair-minded, veteran locomotive engineer? It was our fortune not long ago to have such a conversation with a veteran engineer, a devoted friend of the Brotherhood of Locomotive Firemen. He was a man of large experience and conscientious. He had served his time at the scoop. He knew all about locomotive firemen, and remarked that there is a great difference in firemen, just as there is in engineers. "In this," suggested the engineer, "there is nothing remarkable; the same is true of railroad officials. But," continued the engineer, "what I want to point out to you is this: One class of firemen become engineers and are an ornament to the profession; another class of firemen become engineers and manage to run their machines but are not *first* class men, and not so rated, and another class of firemen never qualify themselves for engineers at all, and are never promoted to the throttle; they 'fire and fall back.' In some cases," said the engineer, "a fireman is ambitious to keep up steam regardless of all other matters. He simply fires; that is all. He puts on steam. If the locomotive goes he is satisfied. He knows little about the machinery and cares little about it. He does not investigate. He asks no question; he has no ambition. His task being to fire, he performs it, takes his pay and dismisses the subject from his mind until required to fire again.

There are other firemen who exhibit more solicitation about their work, and ply the engineer with questions, and in that way gain a better knowledge of the machine and the business generally; and there is still another class of firemen who, from the day they begin firing a locomotive, are students of the machine. They seek to use fuel intelligently and economically. They are observant of everything. They are investigators. When the machine goes to the shop for repairs they are around to see it taken apart and put together again; nothing escapes their observation, and as a consequence they learn everything concerning a locomotive. Besides, they read, they study, they think, and when the time comes for promotion they are ready for the responsibilities. I know," said the engineer "that there are engineers who repel firemen by their sullen and arrogant demeanor, and do not respond in a friendly manner to firemen who are anxious to learn. They forget that they were once firemen themselves and were ambitious of promotion, and that every word of encouragement spoken by the engineer helped them to advance. Engineers," said the old veteran, "should be anxious to instruct firemen, and a broad-gauge engineer will answer all proper questions, for he knows that it is better to run with an intelligent, ambitious fireman, than with one who is satisfied with being merely a fireman."

We think it will be profitable for locomotive firemen to ponder well the words of this veteran engineer, indeed, locomotive engineers will find in them food for reflection. The fireman who starts out to be an engineer, who determines to be a student of the business, to know the machine thoroughly, to be watchful, economical, and always exhibiting an interest in the welfare of his employer, is certain to be an engineer. He is of the type, the class, railroad managers want. He is rated "valuable." The term "he is a valuable man" is often heard. It means much more than simply firing an engine;

more than starting and stopping a locomotive, and just what it means we leave the reader to determine, closing with the remark that we hope every Brotherhood fireman may be rated a "valuable man."

THE Boston & Providence Railroad, with its three branches, has fifty-seven miles in operation. Cost and equipment is given at \$20,692,288. The earnings of this road for the year ending September 30, 1887, amounted to \$1,905,495. The stock of this road is now held at \$250. The rule is, that for every 100 miles of track, a railroad requires twenty-one locomotives, fifteen passenger cars and 640 freight cars, but here is a road with fifty-seven miles that has sixty-four locomotives, enough for 300 miles of ordinary road, 200 passenger coaches, enough for 1,300 miles of average road, and 800 freight cars, enough for 150 miles of road. During the past year the B. & P. has paid many thousands for the Bussey bridge accident, and at the place has built a new stone arch, wide enough for four tracks, has purchased eight new engines, twenty new passenger coaches and built four new depots, and still was able, after paying ordinary and extraordinary expense, to have \$400,000 for dividends, and a surplus on hand.

THE Earl of Aberdeen, who has been around the world and has made a note of everything important that came within range of his vision, thinks there is nothing in railroading to compare with the four track system on the New York Central, it beats anything English, and nowhere is there anything to compare with it.

CHINA has one railroad seven miles long, and until recently was entirely ignored by the government, and so far as known, no imperial official has ever seen it. As a matter of course, the almond-eyed, pigtailed Celestials are not familiar with steam whistle music as progress.

FRATERNAL UNITY.

The critical observer of the progress in affairs which relate to the well being of society has not failed to notice a steady growth of mutual esteem between the various benevolent organizations of railroad employes. For one, we contemplate the subject with satisfaction. It has been our favorite topic: one which the *Firemen's Magazine* has discussed from time to time, hopefully believing the time would come when fraternal unity would prevail, and there would be a triumph of generous confidence, of large good will over every antagonistic influence, and every obstacle of envy or jealousy which all too often make growth and usefulness slow and toilsome. There are now in full and prosperous operation six organizations of railroad employes, each of which, while contributing indefinitely to the moral, social and financial well being of their membership, are conferring incalculable benefits upon the great railroad interests of the country. We give the list as follows: 1. Brotherhood of Locomotive Engineers. 2. Brotherhood of Locomotive Firemen. 3. Order of Railway Conductors. 4. Brotherhood of Railroad Brakemen. 5. Yardmaster's Mutual Benefit Association. 6. Switchmen's Mutual Aid Association.

To read the Constitution and By-Laws of these Brotherhoods one is impressed with their laudable purpose. Each proposes, in so far as it lies within the scope of their jurisdiction, to foster and encourage ambitions which tend to the development of the best type of manhood, and fortunately the great public, profoundly interested in such matters, is becoming more and more solicitous for their success. The fact is now almost universally recognized that these organizations of railroad employes are furnishing railroads with the best class of trained men, and that their employment, in so far as skill and fidelity are concerned, will reduce railroad disasters to the minimum. It requires no argument to clothe the proposition with the authority of fact. Skill results from experience; fidelity

to obligation is an inherent quality, and he who feels the full weight of responsibility which life on the rail imposes, will be sober and watchful, and these being the distinguishing features of all the railroad Brotherhoods, fraternal, brotherly unity is natural. Of late it is evidenced in the amicable relations of the officials of the various fraternities in the interchange of courtesies which is in harmony with the wishes of the great body of the membership. It does not mean federation, but fraternity; it means an advance on parallel lines to higher planes; it means that these Brotherhoods while one as the sea, one in the great fundamental purpose of improving conditions, in elevating character, are separate as the waves moving in grand procession toward separate and distinct goals. We hail with becoming satisfaction the dawn of the new era of fraternal unity which we believe the future has in store for the Brotherhoods of railroad employes, and in the future as in the past this *Magazine* will labor for its fullest realization.

GEORGE WASHINGTON CHILDS.

We write of a man who has won distinction as a philanthropist. The name of George Washington Childs is spoken everywhere with profound respect. It is a familiar name in all circles where there is ability and a disposition to appreciate nobility of character. As the proprietor of the *Philadelphia Ledger* George Washington Childs has amassed a princely fortune, but in his case wealth only serves to develop those traits of character which win universal commendation. At his palatial home he receives the wise, the famous, men renowned as statesmen, diplomats, poets, artists, philosophers, writers, explorers, savants of every school, but such guests, such surroundings, such associations, whatever may be their effect upon others only serve, if we reason from cause to effect, to broaden the humanitarianism of Mr. Childs and to bring him nearer to those who may be benefitted by his philan-


thropic spirit. It follows, as a matter of course, that his great paper, the *Philadelphia Ledger*, always champions the right, is always a friend of the wage-workers, of the toiling masses who are struggling to reach higher and better conditions, and when such a man as George Washington Childs, unsolicited, sends his dollar that he may receive as the months go by the *Locomotive Firemen's Magazine*, we accept the incident as proof beyond controversy that our great Brotherhood has won a place in his regards, and that he sees in it noble aims and ambitions to achieve a higher plane for the working men of America.

A distinguishing characteristic in the business life of George Washington Childs is his liberality to his employes. There are no strikes in the office of the *Philadelphia Ledger*. Why? Because

the proprietor is always interested in the welware of those whose toil has made him rich, and we surmise that in all the satisfactions which crown the life of Mr. Childs not one is dearer to him than to know that his employes esteem him just and liberal in his dealing with them.

How devoutly many locomotive firemen pray that all railroad managers may become like Mr. Childs. Could this be said there would never be another railroad strike in America. But the world is full of new possibilities and a holy alliance between employer and employe is one of them. George Washington Childs has demonstrated that justice, liberality and fair play is the best policy. The seed has been sown; it is taking root in good ground and we do not doubt that the harvest will be abundant of good results.

OLD FASHIONED ROSES.


 HERE ain't no style about 'em,
 And they're sort o' pale and faded;
 Yit the doorway, here, without 'em,
 Would be lonesomer and shaded
 With a good 'eal blacker shadder
 Than the mornin' glories makes,
 And the sunshine would look sadder
 For their good old fashion' sakes.

I like 'em cause they kind o'
 Sort o' make a feller like 'em;
 And I'll tell you what, when I find a
 Bunch out where the sun kin strike 'em,
 It allus sets me thinkin'
 O' the ones 'at used to grow
 And peck in 'thro' the chinkin'
 O' the cabin' don't you know?

And then I think of mother,
 And how she used to love 'em!
 When they wuzn't any other,
 'Less she found 'em up above 'em!
 And her eyes, afore she shut 'em,
 Whispered with a smile and said
 We must pluck a bunch and put 'em
 In her hand when she wuz dead.

But, as I wuz a sayin',
 They ain't no style about 'em
 Very gaudy or displayin',
 But I wouldn't be without 'em;
 'Cause I'm happier in these posies,
 And the hollyhaws and sich
 Than the hummin' bird 'at noses
 In the roses of the rich.

—James Whitcomb Riley.

CHILD LABOR.

The question of "Child Labor" which was so ably discussed in the September number of the *Magazine*, set me to thinking, as that is a subject in which I am deeply interested. My own quite extended experience has been that too often the case is that parents believe more in *practical education*, than in the mere training of the mind. They say, "my child must earn his living in this way, and the earlier he begins the sooner will he be the master of his business." Now, if this conclusion is not correct, how does it happen that so many places of trust are filled by men, who, when children went early about the business of supporting themselves. Parents, having missed the opportunity to obtain an education in their youth, are not properly prepared to judge of the advantages education would secure to their children, or, being capable of forming correct conclusions in the matter, becomes disgusted with the miserable apology for manhood, they too often see emerging from many of our schools. It is not surprising therefore that parents, for the good of their children, prefer the shop or the factory to the school room for their training. Not from motives of economy, or for acquiring wealth, as for mental and physical training, and it is worth while noticing how often are seen emerging from factories and workshops men who are regarded the master thinkers of the age.

Night schools are doing much for the education of the masses. They awaken thoughts in the minds of individuals already trained in the greatest of lessons—self-control and submission to the powers that be—the nucleus around which to build up a noble character, and who will not admit that such a character transcends knowledge. Knowledge is instrumental, character is directive. Knowledge teaches how to do, character determines what to do. And again, mere teaching without formative influence on character is simply a trade. Education does not insure character, which is not from the intellect but from the will. Some knowledge may be forced upon us, a right character can never be. Hence education is the generation of power, the training of the will, the development of the mind, rather than the mere storing of the memory with facts. May not power be generated at a spindle, or while sorting pins or buttons? Think you the child's mind will not ask, from whence this cotton? How produced? Will not the child inquire about the people who raised the cotton and the country where it grows? The child will not fail to trace the metal from the mill back to the ore. He will note the shipment of goods from day to day and learn to estimate their value. Look into their wise, old looking faces, and ask them, what is the character of their employer?

The language may not be refined, but it will be expressive—the diagnosis correct. Is not his education going on? Shelter him now from evil influences, feed his mind at evening schools, or the reading room, and ten or fifteen years hence, you have the shrewd business man, the eloquent lecturer who sways vast audiences. Why? Because of his knowledge of human nature; or the lawyer who looks far down into subjects which others glance over. He too, the physician, who can locate and remove danger, because he saw those things while in his apprenticeship. Said a young man, "I saw the danger of those badly-crowded, illy-ventilated rooms while I worked in them when a boy of fourteen, and began the study of hygiene which led me to choose the profession of a physician. But I need go no further, for I hear you say, "Yes, a few come out thus," and I reply, not a few but many. Think you all are successful who pass through our schools? Look into the prison cells; the Houses of Correction, and note the graduates from academies and colleges. They had the book learning which fitted them for first-class villians, lacking the training of the will to balance it. Dwarfed in body, yes, alas, often too true; but is it less true of the pampered child, who at a tender age enters a school where he loses the restraint of his home and early learns to smoke, chew, and, perhaps, to drink? There are two sides to the question but I believe if you will give me a true, tender mother, an honest father, and a home, I will take the chances of the child who feels the responsibility and consequent dignity of helping to support that home, rather than of the child, who lets father work and support him in idleness. I do not look at this from a sentimental standpoint, I know whereof I speak. I do not believe in enforced, continuous, weary, child labor, but still I esteem it not so bad as you think. If one will only look on the bright side and see the golden possibilities, even of so deplorable a thing. I often hear it said of a certain boy, "O there is something in him, it will come to the surface yet," and I believe it to be a general truth, that where there is the right material, hard work will develop when indulgence would enfeeble, and we already have too many educated ciphers. Then I say encourage, encourage the working men by more ample reward for his labor by association, by lifting him from a mere working machine to the dignity of a thinking being, and you are doing more for him than by any legislation, and even though child labor may not cease at once, it will be reduced to the minimum and to this class of the rising generation will we still look for our sturdy, honest industrious thinking men, the Lincolns, Grants and Garfields of the future.

Empire.

SKETCHES BY A NAVAL APPRENTICE.

No. VI.

Approaching Guadeloupe one is impressed by the beautiful scenery; its beautiful green appearance is indeed a relief from the monotonous green and blue of the ocean. We were now approaching the land of oranges and bananas and every eye longingly gazed at the shore to catch the first glimpse of an orange grove. The town to which we were going was situated a short distance up a small river and as navigation in these waters is dangerous we were compelled to take a pilot, which by the way happened to be a huge darkey. As he came on board he made the officers understand that he was unable to speak any English. Fortunately, Mr. Ward, a deck officer, was able to converse with him and acted as interpreter. The pilot having taken charge, we proceeded up the river. As we were about to anchor our very obliging pilot informed the Captain that it was impossible for us to remain at the city as the people were dying by hundreds with yellow fever. Captain Stanton could only abuse the fellow in English, but Mr. Ward, who was a very fiery young officer, put all his indignation in bad French and hurled it at the frightened man, who in turn coolly asked if we wished to be guided down the river again; as a matter of course he was permitted to do so. About this time John Ivy, one of our crew, began to fail rapidly in health and his system had become so weak that it was impossible for him to retain the coarse food of the ship; on Dec. 25th, Christmas, he became so weak that all of us felt that it was but a question of a few hours or perhaps a day at the longest when we would be called upon to cast the body of our shipmate into the blue sea. As the day wore on the old ship continued to sail gracefully through the peaceful waters, as though mindful that the slightest pitch or roll would cause pain to the poor suffering sailor, who lay in his hammock, the hammock which in case of his death would be his coffin.

Poor Ivy lingered until 11:30 p. m., and as boatswain's mate called the watch, the Chief Mate in heaven called the name of John Ivy and he passed quietly away. We were now sailing in sight of the island of San Domingo and rapidly approaching Martinique, at which island we were to stop. The Captain decided to bury our shipmate at sea. The solemnity of a sea burial must be witnessed in order to be understood. The body was sewed up in a hammock and two sixty-pound solid shot placed at the foot, the body is then placed on a table on the spar deck (upper deck) and then in a solemn tone the boatswain and his four mates cry out, "All hands bury the dead." The officers gather about the quarter deck,

the crew aft about the main mast, the star-board gangway is cleaned and the chaplain, or (in case the ship does not rank a chaplain) the Captain reads the service for the dead. As he reads, "In Thy name, Oh Lord, I commit this body to the deep," one end of the table is elevated and the body slides off and disappears. During this service the ship is hove to and made to lay as still as possible under sail; as the body disappears the ship is put on her course and all that remains of our shipmate is left behind to sink and remain below the surface of the beautiful sea until God commands the sea to give up its dead. We were now in sight of the town of St. Pierre, the town on the island of Martinique, off which we were to anchor. To-day the chief surgeon reported that one of the boys had been taken with a disease similar to that which had been the cause of Ivy's death. This was startling news indeed as we feared it would become epidemic. The poor boy, Rathburn by name, began to worry and remarked several times, "boys, bury me ashore; please don't throw me overboard." His appeal touched the hearts of officers and men alike, and all promised that in the event of his death we would see that he was buried on shore. Rathburn, like Ivy, gradually wasted away and just before we anchored he breathed his last. It is indeed sad when we think, how these young men but a few months ago, left the arms of loving mothers in the full enjoyment of health and vigor and doubtless those mothers and sisters are longing for the day to come that will bring back to them the bronzed and weather-beaten sailor boy. After anchoring, an officer went on shore to purchase a lot for the burial of our boy shipmate. I will say that when a person dies on board ship the body is buried as soon as possible. We proceeded to prepare our boats, etc., and at 2:30 p. m., with flag at half-mast, we slowly pulled for the shore. It was raining in torrents. As we landed the people collected around us and reverently made the sign of the cross on their breasts and showed every mark of respect possible to our dead. Owing to the rain we were uniformed in oil skins and sou'westers and must have presented a strange appearance to those who saw us. We marched up the mountain road in silence, bearing on our shoulders the rude coffin made by the ship's carpenter, until the little graveyard was reached. We then deposited our burden on the ground and after a short service lowered our dear little shipmate into the grave. Buried in a foreign land, what an immense volume this subject would fill. No friends to visit that little mound, no loving hands to place sweet tokens of love thereon. Full of sorrow we retraced our steps and pushed off for the ship. Sorrow among sailors is short-lived as a general thing but in this case it was

different. A subscription was taken to purchase a stone to mark the resting place of the departed. Each man and boy responded handsomely and we soon had money enough to buy a nice monument, which we ordered from the United States. Our Consul at St. Pierre promised to see to its erection in person. After a stay of four days we took our departure for St. Croix, W. I. We were two days from St. Pierre to St. Croix, Danish West Indies. It will be remembered that during a tidal wave at this place the U. S. S. *Monongahela* was driven ashore nearly a mile above high water mark and had to be raised and placed on ship ways and bodily carried back to the water. I neglected to mention the armament of the *Constitution*, she carried twenty-two old-fashioned long thirty-two's, mounted on wooden carriages, and two saluting guns, these guns were in service during the revolution. Captain Stanton decided to try the power of these old guns that had filled history with their fame. He accordingly ordered the target out. The western boys, though accustomed to the bark of the small rifle, were slightly afraid of these large guns; they would perform their duties of sponging and loading but when the command *fire* was given they would drop hand spikes and tackle and scamper aft. As the wind was blowing a gale our marksmanship was anything but a success!

We remained at St. Croix four days and as our date for connecting with the Pacific vessels was approaching we set sail for Aspinwall. Our passage from St. Croix to Aspinwall was pleasant in the extreme. The weather was very fine and the wind strong and favorable. Those of us who were to be transferred began to feel that the time was near when we could be with men on a regular man-of-war and be allowed the use of tobacco, which, by the way, is strictly forbidden on a training ship. Six days out from St. Croix we sighted the bluff at *Porte e Bella* just outside of the bay of Colon and about twenty miles from our anchorage. On our arrival in the harbor we were visited by the U. S. Consul, who on leaving the ship received a salute of seven guns. We found Aspinwall to be much the same as the other places we had visited, with the exception of a little more activity on account of the building of the great isthmus canal.

Aspinwall is the great half-way point of ocean travel between points both in North and South America. During our stay, M. De Lemp, the canal engineer, arrived from France and was received with great honor. We have as yet heard no news of our ship in the Pacific and it is rumored that unless she arrives in two days we are to proceed to the U. S. again. This was indeed discouraging news, but we are in hope that she will arrive in time. About this time we were

ordered to scrape spars and tar down, and it was while performing my share of this dangerous work that I sustained a severe injury to my hand. I was seated in a boatswain's chair scraping about the top mast head, when I heard the order to let go top sail haliards." As I was out of reach I paid no attention to this order but continued to scrape—suddenly I became aware that I was falling, then all was dark; when I came to I found our surgeon bending over me and dressing my mangled left hand. Our kind surgeon informed me that as the order to slack the haliards was given, one of the new boys instead of slacking the right gear, let go of the haliards which supported me, about eighty-five feet from the deck, and that when I fell I struck the awning and bounced overboard striking my left hand on the gun of a boat hanging at the davits. As sharks are numerous in these waters several of my shipmates quickly manned a boat and soon had me safely landed in the sick bay. I was now helpless, unable to perform even the slightest of my several duties which made time drag very heavily, but thanks to my kind shipmates, everything was done for my comfort that it was possible to do. I was soon well enough to walk about and the second day after I left my hammock the joyful news arrived that the U. S. flag ship had arrived at Panama and would be ready to receive her draft of boys at any time.

The boys were now in a fever of excitement; bags were packed, hammocks relashed, accounts signed and everything made ready to bid farewell to our shipmates and the old Atlantic ocean. We were mustered aft and after receiving good advice from Captain Stanton we were put on shore at the Panama R. R. depot. We took our seats in the little close cars and judge of our astonishment when we saw the officer in charge deliberately lock us in. We took this good naturedly however. The train pulled out and our journey across the famous isthmus was begun. The fare from Aspinwall to Panama is \$25.00 rather steep for thirty-five miles. A portion of the road lies through the valley of the Chagres river and is extremely unhealthy. At several places the grade is so steep that trains have to double head. The thirty-five miles were run in six hours. The scenery was truly tropical and the naked forms of the people in the interior afforded us an opportunity to see their semi-savage mode of living.

On our arrival at Panama we were met by officers of the flag ship *Pensacola* and by them we were conducted to the boats and off to the ship. As we were the first boys the ship had had, our arrival caused considerable excitement. As we stepped on deck our new shipmates relieved us of our baggage. We were mustered on the quarter

deck and then sent forward to get something to eat. We were now on a regular war ship and felt like men, we could smoke our pipes openly without fear of being punished. We found the Pensacola to be a very large ship, under the command of Captain K. R. Breeze, the hero of the attack on Ft. Fisher—the commander-in-chief of the fleet, Rear Admiral C. R. P. Rodgers, was also on board. The ship had a complement of 600 men and thirty officers and mounted twenty-two guns, viz., twenty nine-inch smooth bores, two converted eight-inch rifles. She was a steamer with double smoke stacks. The first few days on board were spent in stationing us and putting things to rights generally.

We remained at Panama five days and then hove up anchor and steamed outward, bound for San Francisco, via Central America and Mexico. It seemed very strange to us to feel the ship moving through the water with no sail on her, after being so long on sailing vessels. On account of my disabled hand I was placed on the sick list. On this vessel I was stationed on the main top, on the main top gallant yard.

We were now in truth far from home, but we were buoyed up by the hope of seeing the city of 'Frisco of which we had heard so much.

Ex-Naval Apprentice.

[TO BE CONTINUED.]

For the Magazine.

BEYOND PRICE.

YOU deem me poor for lack of gold,
Think happiness I ne'er can know;
But stranger, peep into my fold,
Tread gently, doff your hat—just so.

See, there, she's looking through the door
Adown the road, expectancy
In every glance; Oh, am I poor
With such a wife that waits for me?

See, in that little trundle-bed,
Two tiny forms so nicely gowned
Are sleeping. Oh, the joy they shed
Around my home! God's blessings crowned.

Just see them, stranger, in their sleep,
Round neck of each, each bends an arm
So lovingly. Oh, Father, keep
Them ever pure, and shield from harm!

There comes their mother, see her bend
And fondly kiss her darlings there.
What guardian-angel could He send
More true than she, or good, or fair?

Ah, stranger, am I poor indeed—
With *all* this mine; the babes, the wife,
And health and strength, and love, and life;
What riches more does mortal need?

There's riches, stranger, more than gold;
There's happiness the millionaire
Can never know till he behold
At home a sight like that one there.

G. W. C.

COUNCIL GROVE, KANSAS.

Mechanical

Mechanics.

NO. XI.

Having traced the creation of steam with its application to the wheels, through the piston and rods, we must now reverse the process and see how the wheels, which are governed in their motion by the piston, in their turn govern the motion of the piston through the valve.

The first device in the series of return movements that we find is the eccentrics, which are generally located on the main driving axle. The tyro will probably be at a loss to know what class of mechanical powers the eccentric should be classed with, but when we examine the functions of the eccentric we find it is a modified crank, constructed in that manner on account of the unsuitableness of an ordinary crank to the emergency. If the movement of the eccentric strap is closely observed it will be found to correspond with the motion which would be produced if the straps were moved by a crank, having a radius equal to half the throw of the eccentrics. When this fact is established we at once see that the eccentric is a lever, the fulcrum located at the center of the axle, the power applied through the axle, and the resistance is in this case at the end of the lever, thus making it a lever of the third class, power being applied between fulcrum and weight. The motion obtained from the eccentrics is by means of the eccentric straps and eccentric rods, communicated to the link. This link has a very complex movement, caused by its connection with both eccentrics, but so far as our present examination goes we will confine ourselves to the simple movement produced by one eccentric and we are thus enabled to class the link as a double lever, with its fulcrum in the center of the link, the resistance being the link-block with a varied leverage, controlled by the reverse lever. The varied motion of the link is thus conveyed to the link-block which is attached to the lower rockerarm, which is only one arm of a lever of the first class, the fulcrum being in the center of the cylindrical part of the rocker, while the resistance of the valve is attached to the upper rockerarm by the valve stem or rod and its pin. As rockerarms are usually constructed the arms are of equal length, hence it takes just as much power applied to the lower rockerarm as the amount of resistance to be overcome at the upper end. The valve-stem or rod again brings us back into the steam chest, with its valve and various openings.

The slide valve in various forms has been in general use, but as it takes a great deal of power to move it many efforts have been made to obtain a balanced valve, and more or less success has crowned the efforts of the various inventors. Enginemen have often noted the distressing groans and strains conveyed from the steam chest and cylinders, and made apparent by the convulsive efforts of the reverse lever to jump the latch out of the notch, but have they ever tried to calculate what a strain there is on the valve gear? Take an ordinary average slide valve and say it measures 7x17 inches, thus giving us an area of 119 square inches. Say that we carry a pressure of 130 pounds, this means that when steam fills the chest every one of the 119 square inches in the valve has 130 pounds pressure on it, or a total of 15,470 pounds on the valve. A small portion only of this may, and is at times, counterbalanced by the rush of the exhaust, but if we deduct 470 pounds for this, which is a large allowance, and we still have 15,000 pounds resting on the back of the valve, and this load had to be dragged back and forth with every movement of the valve. The distance to be traversed is not great and the surfaces in contact smooth, but the idea of sliding 7½ tons about 150 to 200 feet for every mile traveled by the locomotive will make you cease to wonder that valve gear strains and breaks.

It should incite all having charge of engines and locomotives to observe that this immense load is not increased by neglect in lubrication or unnecessary pressure in packing, for with such a load to slide back and forth the valve-gear's burden should be made and kept as light as possible, and oil judiciously applied to all the parts. As we have shown, the valve has to move with 7½ tons on its back; this resistance is conveyed to the upper arm of the rocker by the valve rod, and as the lower arm is of just the same length the link-block has to be pulled and pushed with just as much force, and as the link thus receives the strain it communicates it to the eccentric rods, and they in turn to the eccentric. Let any part of this gear become "dry" and the result will be disastrous and "cutting" of the parts may result. Many slipped eccentrics may also be traced to this cause, for any undue increase of the strain must produce effects somewhere. Broken link-hangers, rockerarms, tumbling-shaft arms and reverse levers can no doubt be charged to the account of the unbalanced valve, and hence, from motives of economy in repairs as well as in fuel, power and efficiency, many attempts have been made to overcome the difficulty, some by interposing rollers for the valve to roll on, others by springs to ease the pressure, and some seek to keep the steam from the back of the valve by making its back extend to the

top of the steam chest, and thus slide between the two surfaces. Of course each of these plans has its advocates, but no one has yet proven perfect in every detail, although many master mechanics have given very favorable reports on some of these inventions, which, it would not be judicious or fair to name, as it might be detrimental to the interests of other parties with probably equally as good or even better inventions.

In our next we shall note some of the mechanical powers as applied in some of the auxiliary mechanism employed to make the locomotive a harmonious and practical whole.

The Will is the Way to Mechanical Knowledge.

CHICAGO, ILL., Dec. 1, 1887.

To the Editor of *Locomotive Firemen's Magazine*.

DEAR SIR—As one deeply interested in the prosperity of railroad employes, I wish to congratulate the members of the Brotherhood of Locomotive Firemen on the interest they have manifested during the last year or two, in the practical department of the *Magazine*. And while commending the support given by the members to, what I consider, the most valuable feature of the *Magazine*, I think it well to remember that the officers conducting the *Magazine* are entitled to the highest meed of praise for the able work they have done in working up interest in the department relating to locomotive engineering. This is a case where men require wise guidance, and the Grand officers of the Locomotive Firemen's Brotherhood have proved themselves worthy of the high trust reposed in them.

Locomotive firemen, as a class, are peculiarly in need of every encouragement and aid that can be given them to acquire accurate knowledge about train machinery. They are the future locomotive engineers. While every year adds new complications to locomotive and train mechanism, the tendency of every advancing year is to take away some of the opportunities which firemen formerly enjoyed of getting practical acquaintance with the construction of the machinery they help to operate. Engineers are no longer called upon to repair their engines, and firemen are not called upon to help on the work of repairs. The practice of drawing firemen from the ranks of shop men is waning, and even the improvement in locomotive designing, which produces machines that seldom break down, is against the training of the fireman in mechanical work, since he seldom has the opportunity of helping to get a disabled engine in shape for going to the shop. Under these circumstances, the firemen must depend upon the efforts they make out of working hours to obtain training and information about the principles of their business.

A smart man soon learns the whole routine of firing, polishing up, feeding the boiler and handling the engine. He may be as perfect in these respects as can be desired by the time it is his turn to get "set up," and yet be hopelessly ignorant about the mechanism of an engine. Unless he understands the machine he handles and all its parts, he can never be an engineer worthy of the name. To be able to report work intelligently he must understand in what way wear and tear produce disorder in the mechanism. The various disorders to which valve gear is prone can be properly detected only by knowing the functions of the various parts used to separate the distribution of steam. To readily comprehend the cause of pounds or jars in the working of the machinery, a man must know how the various parts work in relation to each other. The need of accurate knowledge as an aid to operate the engine satisfactorily, applies no less directly to the attachments of the engine. When an injector begins to work unsatisfactorily, knowledge of the instrument's mechanism will indicate what is going wrong; and the man with this knowledge can report intelligently what work is wanted. The same applies equally to lubricators and even more strongly to the air pump. Men calling themselves engineers ought to be ashamed to make such reports as "valves to be examined; injector not working properly; air pump to be overhauled;" etc., yet nothing is more common. An engineer ought to be able to intimate something about what is likely to be wrong, for these nondescriptive reports require machinists to grope in the dark and probably begin at the wrong end looking for the defect.

On board every steam ship, there is an engineer who is supposed to understand everything about all the machinery on board, and when anything goes wrong he is looked for to devise a remedy. If an electric bell fails to ring, or the steering gear works hard, or a winch is out of order, the captain or his mates never think of trying to remedy the defects—they apply to the engineer assured that he will know what is wrong. It appears to me that an engineer of a locomotive, should be in the same relation to all the mechanism used on the train, that the chief engineer is in relation to the machinery of a ship. When anything is wrong with the running gear of a car, with an air brake, or with a train signal, the natural recourse of the conductor should be the engineer. But this is not the case now, and the reason is, because engineers as a rule have paid no attention to train mechanism. If the engineers of the future are to increase their value and usefulness, the firemen of to-day must devote industrious attention to acquiring mechanical knowledge.

Those who are ready to raise obstacles in

the way of progress will promptly say, we do not want to increase the responsibilities of the engineer. To that class I am not writing. They do not need new excuses for standing still. The progressive fireman asks how are we going to help ourselves to the desired knowledge? To such men I say, turn your lodges into schools of mutual improvement. This has been done in some places with promising results. Get models of train mechanism into your rooms and "reason together" about them. Do not be afraid to talk shop, and do not be frightened to talk for fear your neighbor should learn that you do not know everything. There is no use getting valve motion models, sections of injectors, air pump, triple valve, lubricators and similar things merely to look at. Gazing at their polished exteriors will not help you to comprehend how they do their work. That kind of knowledge does not come to firemen by inspiration, any more than the capability comes to a free and independent American as a birthright, of reading Longfellow's poems before he learns the alphabet. The man who wishes to learn about train mechanism, should join with his brothers in taking the parts to pieces and discuss what the various functions are. There are plenty of good mechanical books to help out. Get in the way of taking mechanism apart and putting it together again, and try to explain why certain parts are made as designed and the purpose of their design. That is a safe line of progress.

When difficulties arise about the comprehension of mechanical matters, the *Magazine* should be appealed to as a means of bringing the desired light. When a man has learned something about the workings of his engine or firing which strikes him as new he should send it to the *Magazine* for the benefit of all concerned. Trying to explain what he has learned will often show to himself exactly what he knows on the subject, and set him observing and watching for more information. It is surprising how rapidly knowledge grows when it is industriously cultivated.

Angus Sinclair.

MR. EDITOR:—In the December *Magazine* we examined into the earnings of the railroads of the country, and found that the net average returns are but $3\frac{1}{2}$ to 4 per cent. per year, or in other words for every dollar invested in railroads, the investor receives but $3\frac{1}{2}$ to 4 cents per year for the use of it. The average pay of firemen in this country is probably \$50 per month, or \$600 per year, and if a whole year's earnings were invested in an average railroad, it would only yield an income of about \$21 to \$24. Probably few of our readers would care to make the sacrifice necessary to save that amount, if they were to receive only about as much for

the use of it for a year as they could earn in ten days at their work. These remarks would seem to indicate that the writer was inclined to believe, that in spite of the almost universal cry about the rapacity of these soulless corporations, there is not so large a return made to these companies, for the money invested, as the average man would seem to think, and should like to have on his own savings. The total sum received by the railroads (eight hundred and twenty-two million dollars) is only three times as large as the three hundred odd millions, which really constitute the profits of $3\frac{1}{2}$ to 4 per cent. on the investment. We thus find that for every dollar profit retained by the company, they disburse about two dollars for labor and material to run the roads. As it is not the amount received, but the amount saved, that constitutes profits, we will consider a few items of economy. We might start in to assert that some of our railroad officials were paid too high salaries, some of them receiving as high as \$70,000 per year, but as we are workingmen, it will not do to decry wages, as some of us may be called to fill such positions ourselves, and as every laborer is worthy of his hire, and is pretty sure not to get any more than he is worth to his employer. But there are items, which very properly belong to our avocation, and which deserve some consideration at our hands.

We are firemen, and the name suggests our main duty,—the care of the fire. In order to properly take care of the fire, a proper amount of thought should be given, and observations used, to determine not only how to "keep her hot," but how to do it with the least possible amount of fuel. Many firemen succeed in the former, but evidently care nothing about the latter, and thus use up more fuel than they burn, simply by overfeeding. The fire should be worked up evenly by the exhaust and when this is not done, it is time to search for the reason of the failure. Of course the firebox cannot be changed, neither can the amount of grate surface, nor heating surface be increased at pleasure, but the fire door, and the draft or petticoat pipe, and their adjustment often make a great difference in the steaming qualities, as well as in the fuel bill of a locomotive. Some locomotives do not want any air admitted through the fire-door, while others want but little, and some have been known, which would not make steam at all, without a large quantity of air through the fire-door, so that the peculiarity of each locomotive needs to be studied and the best course determined. Some locomotives will "tear" their fire, "pick holes in it" or "haul it ahead" if worked hard, and it is the alert fireman's object to ascertain all these points, and their remedy as far as the door will do it. When this fails to make the fire work right, an inspection of the front

end or smoke arch ought to take place, and a little alteration in the position of the petticoat pipe made, and its effect on the fire closely watched. Instances are numerous, where a slight change in position, or in the shape of the pipe, have effected a great difference in the steaming and fuel burning of locomotives. While uniformity is a good thing, and standard sizes of the parts of locomotives would facilitate repairs and reconstruction, it seems that a draft-pipe that will make one locomotive of a given class steam, will probably not do at all for another of the same build, and hence it seems to be a piece of folly for a master mechanic to insist that one standard of draft-pipe, shall serve, not only for one class, but for one-half dozen different kinds in use on the road, besides a lot of mongrel rebuilt ones. Strict orders are also issued, that no one shall make any change in the length of the pipes, and "Cooke's," "Jersey City," "Baldwin's," "Dickson's," "Rogers," and the company's own build, all have one size pipe, and have to use it, whether it suits or not. Perhaps it would be just as wise to insist, that one standard size suit should fit all the men on the locomotives. With such orders not much can be done, except to raise or lower the pipe, but even such changes often produce great effects. It has been suggested that draft pipes should be constructed like the slides of a telescope, so that they could be lengthened and shortened, or so that either end could be adjusted without disturbing the other end. With such a pipe and judicious changing, we should hear no more of "poor steamers," "laying the boys out," and failing to make time, but if all the locomotives must use one standard pipe, without any means for an adjustment to suit the wants of the individual locomotive, the blame should not be saddled on the "poor fireman," who in spite of his best endeavors, gets the credit of "not being able to fire a cook-stove," but on the master mechanics, who lay down arbitrary rules, which they themselves would break on the least provocation.

Another item comes, in which some of the older firemen at least have an interest, and which in fact interests all firemen, and that is the often greatly restricted amount of oil, and more particularly valve oil, allowed on some roads. While waste is to be deprecated, a full supply of oil to keep the valves and seats in good condition would be economy in the end, for it would save facing of valves and seats, and renewal of other parts of the valve gear, which is subject to an immense strain. It would also save fuel by decreasing the friction, and making all parts move easier, and would prevent the frequent "blows" between the unevenly worn valve faces and seats, which are so wasteful of fuel and "killing" to the fire, and fireman too. These are items under the control of the

master mechanic—now we will consider an item under the control of the promoted fireman, then called engineer, and that is the judicious supply of water to the boiler. Many old engineers are known as "hard men" to fire for, not because of any bad disposition or traits of character, but because it is nearly an impossibility to keep locomotives hot for them, or if it is done, it is at the expense of much extra labor and fuel, even on the same locomotive. No doubt everyone can call to mind some of these men, for they are not confined to one locality, and many may have had personal experience with them. Two men ran one locomotive, the one always had plenty of water and 130 pounds of steam; the other never seemed to get water enough and 1,000 to 2,000 pounds of extra coal per day would not always keep her up to 130 pounds. What made the difference? Injudicious pumping! The first never pumped on a new fire, thus keeping her at 130 pounds, by not cooling her with cold water till the fire was well kindled; when the fire was well kindled he could get all the water he needed without reducing pressure. The other would pump her on a new fire, thus reducing pressure so that in order to make speed, he would have to use an extra notch, or more throttle, thus using more steam and of course water, and causing the fireman extra work, and the railroad company extra expense for the worse than wasted fuel.

This point assumed the following shape, and the problem was propounded along the line of a certain road, meeting with very different replies, and showing that some who answered were ignorant of what Mr. Sinclair, of the *National Car and Locomotive Builder*, and author of "Locomotive Running and Management," calls "the fundamental principles of their business."

Say a certain locomotive is to pull a given train at a given rate of speed, over a given section of the road on one day or trip, doing the work with say, 110 pounds; on another day to pull the same train at the same speed, over the same section, but using 130 pounds of steam. Is there any difference in the amount of steam used? If there is, it also must be of water, and if it makes a difference in water it will also make it in the fuel, for it certainly takes more fire to convert a larger quantity of water into steam.

It has already been indicated what the answer to the problem ought to be, but it is given, and if any have reasons to believe otherwise, let the readers of the *Magazine* have the benefit of their ideas.

It is no doubt a truth that with the three items above alluded to, many thousands of dollars could be saved every day on the thousands of locomotives of the country, and thus help to swell the net profits of the stockholders, and we hope also indirectly

benefit us, for when they are reaping the direct benefits of increased care, it would be but reasonable to suppose that they would allow a share of their increased income to revert to those whose labor and intelligence made the increase. "So mote it be."

CAMDEN, N. J., Dec. 2, 1887.

MR. EDITOR:—I have stated that I do not desire to "dispute with Vulcan," and as he does not attempt to disprove my position nor to prove his own I certainly can not complain if he has no stronger criticism than "I hold," "it seems," "I am afraid," "I claim," or "I have said." But "Vulcan" is at least a courteous commentator, and in return courtesy I will notice his comments before proceeding with my statement.

In the first place I think your printer has done him an injustice, (and me an unkindness) in reproducing the two animals from page 661 of my article, instead of the first and third cuts on page 662, to which he evidently refers.

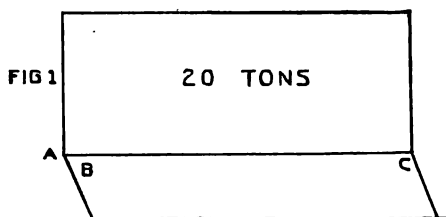
But referring to my man and "non-descript animal," (by the way, I hope I will not be laughed at, as I am more sensitive to ridicule than to defeat in argument) "Vulcan" says: "But in revolving a wheel the time would come when the man would get the under hold, or have a hold between his feet and the point where the animal is holding back." If "Vulcan" will look at the second imp in the September number he will see that the "hold" is changed; the pull is on the axle, not on the crank pin.

Referring to the third movement, illustrated by Fig. 3, page 662, November, "Vulcan" says: "According to 'Amboy' fulcrum is at F, power and weight at axle, while I thought the power was derived from the hold the rod had on the crank-pin." If "I thought" means that "Vulcan" thought this to be "Amboy's" opinion, the explanation of this figure shows the contrary, for "Amboy" said here "the power is applied as in the second," that is, "the power against the front end of cylinder is applied to the wheel by the frame." But if "Vulcan" means that he really "thought the power was derived from the hold the rod had on the crank-pin," I wish to labor with him a little. Power can not be "derived from a hold" on anything, and in the movement of Fig. 3, no power is "exerted" by a hold. The rod has no "hold" on the pin, but simply pushes against it. Look at the second imp again, with his feet against the pin and his hands "holding" the axle, and look at page 658, November, where "Vulcan" says: "That imp of the Cylinder certainly makes the principle of push and pull of the piston very plain, and leaves hardly an excuse for saying anything more on the point."

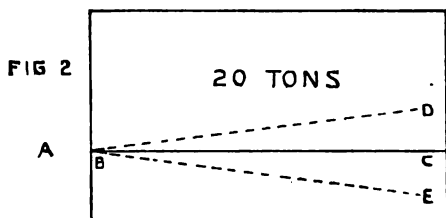
Again, "Vulcan" says: "Amboy said

'always of the same class,' yet now he brings both power and weight to the same spot, thus showing that according to his ideas the lever is not the same." Neither in writing nor illustration did I bring "both power and weight to the same spot."

The real reason why some have fallen into this error about the leverage of the driver is no doubt because they have mistaken the real work to be done. What is the work, or resistance, or weight? "Vulcan" says: "Suppose P to represent the pull of the main rod, and W the weight resting on axles to be overcome." Now it is not "the weight resting on axles" that offers resistance to movement, friction excepted, it is weight resting on track. Let the engine weigh twenty tons, and let it be supported in this way, by two props:



How much power must be exerted to cause a forward movement in the direction of A? Of course none; it is already falling that way; yet there are twenty tons resting on the tops of B and C. Again, let the twenty tons be supported by two upright supports, thus:



What power will now be needed to cause a movement in direction of A? and what is the resistance to be overcome? The work to be done is evidently to *incline* the supports; the resistance to that work is gravity, not the weight of twenty tons on the tops of B and C, but the gravity of twenty tons holding B and C in an upright position to the track. I can incline these supports in the direction of A in two ways. First, prolonging C as a lever by a pull on the line D B. Second, by a push in the direction E B, communicated as a pull on the line B C. Either way we have the result as in Fig. 1, a forward movement. Taking the lever C as the diameter of a driver we have here the exact demonstration of the push and pull

of the piston in every forward movement of a driver.

"Vulcan" speaks of a locomotive jacked up and earning money as an engine by means of belts on the drivers. Let us take a look at such a wheel.

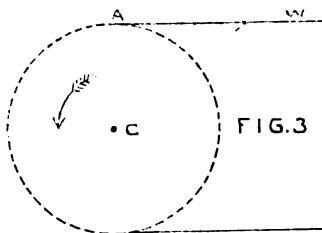


FIG. 3

Taking what we will call the forward movement, the weight or resistance is always from the belt at A toward W, the fulcrum is always at C, and the leverage either first or third class, as the crank-pin is below or above the center. At the instant when the crank-pin is at top center of revolution

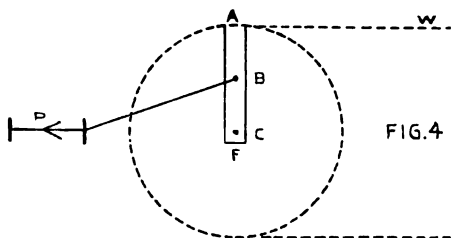


FIG. 4

we find the mechanical power to be a simple third class lever A C, with fulcrum at C. Now "Vulcan" says that as soon as it touches the rail "the process is reversed" but the fulcrum still in "center of axle." Let us see. We throw off the belt and at the very instant given in Fig. 4 we drop revolving driver on the track. If there is no slip the engine at once begins a forward movement, but look how completely the

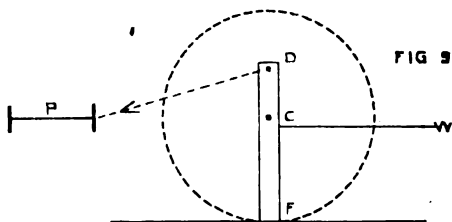


FIG. 5

"process is reversed." We now have another lever D F of the second class instead of the third, the weight, the gravity of the train, holding C F to the track, and the fulcrum certainly at F on the track.

Again, taking the belted driver when the crank-pin is at bottom center, we see a sim-

ple lever of first class, the weight at A, the

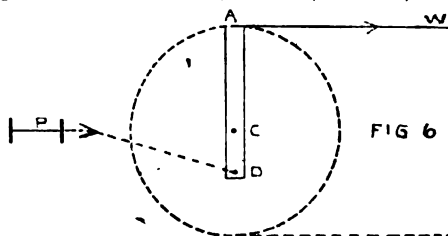


FIG. 6

fulcrum at C and the power from the push of the piston applied at crank pin. Now drop the revolving driver to the track at this instant. "The process is reversed." We

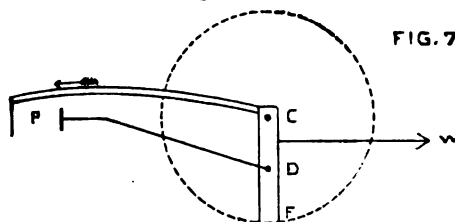


FIG. 7

have a lever of the second class, the piston stopped by the resistance of gravity on C F, and the power applied to front end of cylinder through frame and axle to lever at C, but the fulcrum is on the track.

But "Vulcan" says "the fulcrum which 'Amboy' finds on the rail is, according to my idea, a fourth factor in the matter by which we gain locomotion." Now will he, or anyone else who has this *fourth factor* idea, please demonstrate it in their own way and use their own illustrations, as clearly as I have tried to show that *mechanically the movement of a locomotive driver is by simple leverage with the fulcrum always on the track!*

Amboy Division.

PORTLAND, ORE., NOV. 26, 1887.

MR. EDITOR:—In answer to "Poly-'s" question in regard to turning or reducing the diameter of cams $\frac{1}{4}$ in., and to "A. G. P. S." I would say: Suppose an engine's valves are in perfect order, we disconnect eccentrics, turn down cams $\frac{1}{4}$ in., replace them as before. Now we have to lengthen the eccentric rods or the engine will work lame. We close eccentric straps on cams, now how does lengthening those rods lengthen the travel of the valve—for reducing the cam must reduce the travel of the valve—if not, why such large eccentrics for a large engine, and small ones for the smaller sized engines? But how you can lengthen or shorten the travel of a valve with the eccentric rods is what I would like to know, and why reducing cams does not shorten travel of valve?

Smoke Box.

EAST SAGINAW, MICH., NOV. 20, 1887.

MR. EDITOR:—I wish to thank "Vulcan" for his kind opinion of me as expressed in December *Magazine* and hope I may always deserve it. I am here to learn and when I have learned anything, "Vulcan" will always find me ready to give the party that taught me, the benefit of knowing it. I had intended that my November article would close the subject under discussion, at least I did not intend to say any more about it, but after reading O. S. L.'s article I will own I was rather nettled and not wishing to appear at a disadvantage, which I would, had I suffered the article to remain unanswered, I wrote my November article. I gave a part of my record just merely to show that I was neither novice nor a theorist and I meant to tell O. S. L. that I have fired engines that had neither rocker-arms nor eccentrics. I see we have a few new writers in December *Magazine*. I think "Paul" is a good one, I think his explanation of why an engine slips more when hooked up than when hooked down is much better than "Vulcan's" or "Poly-'s" and is more liable to be correct. No comment is necessary on the balance of his article. "Poly—," don't you think you are a little too hard on "Noname?" Now I don't want to be understood as taking up the gauntlet for "Noname" as in the first place I am just as far from believing that "Noname" is right as you are and again I believe every correspondent should defend and try and prove his own ideas to be correct until he becomes convinced that they are wrong and then own up. If he cannot do this he has no business to commit himself on paper, but I believe we should give every one the benefit of believing that they may be partly right even when they appear to us to be wholly wrong. I wonder if "Noname" knows whether those gauges were both correct or not. I cannot believe that they were. I experimented a little after reading that article of his and here is the result: While laying on a side track one day the steam gauge showing 110, I tried to see how much air I could pump with it. We use governors here that are set to stop the pump at an air pressure of 70 pounds. I set the brake so that the governor would not stop the pump, turned the throttle to pump on full and let the pump work as long it would. I then released the brake and found I had nearly 105 pounds of air. It struck me that "Noname's" engineer's methods of getting rid of his surplus air, when he found the pop on his air drum was stuck, was wrong. I would have eased off on the throttle of air pump a little so as not to have pumped so much air. Now about that pop, "Poly—," I have not seen one for a long time and the governor seems to be universally used in this part of the country—but any one who was em-

ployed in the engine department of the D. & R. G. R. R. seven years ago will bear me out in saying that they were universally used as a means of regulating the maximum air-pressure carried, on that road at least, now might they not have been used on other roads at that time and might there not be some of them in existence at the present time? I see that all the correspondents who answered my question, agree that it would be practicable to close that forward steam port and bring the engine in without disconnecting, but I know of a case where an engineer pulled a local freight train ninety miles and did switching at every station with his engine working on one side only. (He did this under orders from headquarters.) Now although fully agreeing with "Vulcan" that the more practical way would be to disconnect, I think that in an extraordinary case like the one I cited, a man would be justified in going to more trouble and taking up more time to keep from using a pinch-bar. But "Vulcan," don't you think it would be pretty hard on an engine to pull a train when she was fixed in that way; on account of her having no cushion in the forward end of cylinder would she not be liable to do herself some damage?

"H. G. C." wants to know if the cross-head travels at the same rate of speed from the back center to forward center. No, the cross-head increases in speed from back center to top quarter and decreases from top quarter to forward center. It moves twice as fast when she is on top quarter as it does on either center and three times as fast as when she is on bottom quarter.

Vacuum.

The Bussey Bridge Investigation.

(CONTINUED.)

MR. EDITOR:—An advance proof of the *Mechanical Department of the Magazine* for December, just received, reminds me of my promised intention, page 718, to analyze Professor Swain's testimony in some future number.

The accident above referred to occurred on the morning of March 14th, 1887. On Sunday, March 20th, the Boston *Herald* published the following interview with Professor Swain in advance of his testimony before the Commission:

DOES IRON CRYSTALLIZE?

RELATIVE MERITS OF WOOD AND IRON BRIDGES.

Some of the newspapers are busy just now constructing bridge conundrums out of wood. The old engineer who philosophized over Ashtabula is renewing his youth and prophesying that railroads may have to go back to wood as a material for the construction of bridges. The reason for this apparently backward move is declared to be that, when wood begins to decay and lose its strength, the condition of unsafety can be readily detected, which is not true, so it is alleged, in the

case of iron. There seem to be floating through the public mind some odd notions, as well as grave misconceptions, concerning the quality and deterioration of iron in railroad and other bridges. Eminent lawyers are instructing engineers in the matter of testing bridges, and every Legislature which happens to be in session during the existing magnificent opportunity is wrestling with embryonic statutes for the government of iron bridges. In order to ascertain some things and unlearn others, the writer has availed himself of the learning and experience of one of the ablest men in this department—Prof. Swain of the Institute of Technology. The first question and answer were the following:

Q. a. "What advantages have wooden bridges over iron?"

A. "I don't know of any."

Q. b. "But it is said that some engineers claim that when the wooden parts of a bridge become defective and unfit to bear the strain, the defect is more certainly and easily discoverable than it can be in iron?"

A. "That is not so, if the iron bridge is properly constructed. When the iron parts of a bridge become weakened and unfit for their work, they will show it."

Q. c. "How?"

A. "In all proper bridge specifications it is provided that iron which is to have a tensile strain shall be capable of stretching 12½ per cent. of its entire length without breaking, and at the points of principal strain it is required to stretch 18 per cent. of that part. Now, when any piece of iron that bears a tensile strain in a bridge grows weak or proves not strong enough for its place, that piece of iron will stretch, and its unfitness may be at once detected, and quite as surely as can the imperfections of wood."

Q. d. "But it is said that iron deteriorates or disintegrates under the successive and constantly repeated pressure of heavy weight."

A. "Of course, successive blows tend to break iron. I will illustrate: Here is a piece of iron which will bear a quiet pressure of 50,000 pounds. Now, if a 40,000-pound pressure or blow is successively and constantly applied to that iron, after a certain number of these blows the iron will break. If a 35,000-pound blow is applied in the same manner, the iron may be broken, but it will require a great increase in the number of the blows to break it. So it is possible that after an immense multiplication of blows a 30,000-pound blow might fracture that piece of iron."

Q. e. "Can it be determined what weight or blow may be applied to a piece of iron indefinitely, and still it will remain intact?"

A. "Yes, in Germany they have had machines made to subject iron of different qualities and sizes to constant and rapid blows for a long period of time, and the results have been a definite conclusion as to the strain of this kind which iron can endure for a practically indefinite period."

Q. f. "And allowance is made for this in the construction of bridges?"

A. "Certainly. After iron enough is supplied to meet the tensile strain required, an allowance of, say, 50 per cent. is made for the impact of the load, or, what is the same thing, a proportionately less load is prescribed for the iron. In the first calculations, iron sufficient is provided to carry perhaps four times the load that will actually be put upon it. Then on the parts where the impact is most felt a much lighter strain is insisted upon."

The iron used will bear a tensile strain of 50,000 pounds to the square inch. From one of the "general specifications for iron bridges," out of a large number which Prof. Swain has on hand, and which are prepared by every great railroad corporation, the following is taken:

LIMITS OF STRAIN ON IRON.

"All parts of the structure shall be so proportioned that the maximum strain produced shall in no case cause a greater tension than the following:

"On lateral bracing, to the square inch, 15,000 pounds.

"On solid rolled beams, used as cross-floor beams and stringers, 10,000 pounds.

"Bottom chords and main diagonals, 10,000 pounds."

"Counter rods and long verticals, 8,000 pounds.

"Bottom flange of riveted cross girders, net section, 8,000 pounds.

"Bottom flange of riveted longitudinal plate girders, when over 20 feet long, net section, 8,000 pounds.

"The same, when under 20 feet, 7,000 pounds.

"Floor beam hangers and other similar members liable to sudden loading, 6,000 pounds.

"Rivets and bolts in girders shall be so spaced that the shearing strain shall not be over 6,000 nor the pressure upon the bearing surface over 12,000 pounds.

"Iron in web plates shall not have a shearing strain of over 4,000 pounds."

"All the connections and details of the several parts of the structure shall be of such strength that, upon testing, rupture shall occur in the body of the members rather than in any of their details or connections."

The importance of this provision is at once apparent to a mechanic, and it will be seen by the above that considering the iron to be capable of bearing a strain of 50,000 pounds to the square inch, the properly constructed iron railroad bridge must be a very safe structure to pass over. Prof. Swain was questioned as to the causes of the destruction of the Tay and Ashtabula bridges.

"As to the Ashtabula bridge, a look at the structure would convince a competent engineer that it was an improperly constructed bridge. No one can tell exactly about the Tay bridge, but the best opinion is that it was faulty in its proportions."

Q. g. "How about bridges resting on diagonal abutments, like that at Forest Hills?"

A. "There is no reason in the world why a 'skew' bridge should not be just as strong and safe as one resting on square abutments. Of course, it is more trouble to construct it, but it is just as safe as any other."

Q. h. "Then there is nothing in the theory that the train coming down grade on to such a bridge acts as a wedge to force it out of place?"

A. "There is nothing in that notion."

Q. i. "Is there any need of anchoring such a bridge to the abutment?"

A. "None at all, and the bridge so anchored would not be any stronger or safer. In the case of a cantilever bridge it should be anchored, because of the peculiar construction and bearing, but the usual iron bridge needs no anchoring."

Q. j. "We are told, professor, that iron in bridges, by reason of successive and constant impacts, becomes crystallized, and therefore unsafe?"

A. "There is no doubt a confusion of mind concerning two different things, crystallization and granulation. I do not believe that there is anything in the theory that iron crystallizes at all. The United States testing commission, in its report, declares that only one case came under its observation which furnished evidence of crystallization. I have never seen iron crystallized; that is, iron which had undergone a complete molecular change, for that is what it means. One of the best of authorities says: 'The best of fibrous wrought iron will exhibit a granular fracture if broken suddenly.' It depends on how iron is broken as to its showing a fibrous or granular surface. If broken slowly, it shows the fibre; if by a sudden blow, the surface will always be granular, and hence it is taken for granted that the iron has crystallized."

The conclusion of this study is that iron is better than wood for bridges; safer than wood; that iron will show its weakening and unfitness as well at wood; that a properly constructed iron bridge is a very safe affair, and that the popular notion of the deterioration of iron through crystallization is combated by some, if not most, of the ablest experts in iron and iron work.

I enclose the foregoing for your perusal

and trust you may see your way clear to publish it in full, and then I will make my analysis of the articles in one communication; the *letters* of the questions are my own and are continued in alphabetical order for convenience of reference, these preceding the *numerals* of the December number, as these opinions were in advance of the testimony of Prof. Swain.

William E. Lockwood.

GLEN LOCH, PA., Nov. 25th, 1887.

GALVESTON, TEX., Dec. 2, 1887.

MR. EDITOR:—Once more I avail myself of the opportunity given me to contribute a few lines to the Mechanical Department, which I am pleased to see contains so much excellent reading this month.

First I am pleased to see that "Paul," "Tallow Pot," "Coal Heaver," "H. G. C." and others have come out in the way they did on question No. 2 of "A. E. F." I was wrong on that question, and some of you may think my statement rather strange, but I knew I was wrong when I sent it—but I will explain. We were laying on a side track waiting for a train, and I had been perusing the advance sheets and without taking time to reason it out, I prepared the article in the office, then when I had a little leisure I looked over it to see if I had any corrections to make before sending, as a man in a hurry is liable to make mistakes. I then saw that my argument on the guides was all wrong, but I had very little time to re-write it, so I sent it and waited to see if any one of the numerous readers would contradict it, and if not, correct it myself. I must say I was pleased to see five corrections in the December number, and will also say I was surprised to see in "E. J. R.'s" article in November that he had made the same mistake that I had.

Thanks to you, "Paul," for your explanation of reasons for more slipping backing up than going ahead.

To "Salathiel Washburn" I will say, you probably are an engineer and so use your arguments in favor of other runners, or else your experience is limited, for know you that an engine's nozzles in being too large will not cut your fire enough to make steam at all. I have fired engines that acted just as "S" says his did, and no matter how light I would fire, the fire would get banked, although you could look in and see the grates; but allow me to tell you that if you are firing an engine with a 9½ foot fire-box, and slack coal to make steam with, you need your nozzles small enough to cut the fire or you will follow in the footsteps of "S." As I said in a prior number I commenced in '79, and since then I have used all kinds of soft coal, have had engineers surprised at my

ability to keep their engines hot with the coal used, and have, in short, learned my business so that at least five times I have been told by others that certain engineers had said I was the best firemen they ever saw; this in a little over a year, and all different engineers and all of long experience. One of them, Wm. Danforth, at Denison, Texas, a runner for thirteen years, and one at Reece, Kansas, Theo Meyers, fifteen years' experience will show you that it is not only in my mind that my ability exists. But still with all that I fired an engine just like "S," says, put in the coal and raked it out of the ash pan, simply because it would bank for want of sufficient draft to keep it open, then have one of two evils to choose from, either put in the slash bar and cut it up or be without steam. Any fireman of any experience can tell you the result of putting an iron in the fire. Then, as to the engineers' liking a big nozzle because the engine works freer even if it makes a fireman hustle; well, the bigger the nozzle the easier on the fireman until the maximum is reached, then the other evil presents itself, and where is the advantage of having an engine work free with no steam to work her with.

As "A. D." had addressed his article to "Vulcan" in particular, I did not enter into the discussion very closely last month, as I anticipated that "V." could convince "A. D." that his reasoning was false mechanics, and I must say that "Vulcan" is so explicit that any one ought to see it, but still if "A. D." has any doubts remaining I am convinced that I can show him his error. Take Figs. 2 and 3, "A. D.," in which you place your power in the frame, you then have no use for your crank-pin at all, as you have a perfect lever without, fulcrum at contact, weight in center and power in frame; the crank-pin and rod must be a nuisance and hindrance on this part of the lever's revolution, as any weight placed between your weight and fulcrum, acts as a resistance or increases your weight, hence you had better do away with your rods at this point, so place your engine in this position, take down your connecting rods and start her—do you move? I trow not, but your back cylinder-heads and guides do move, and you will need a search warrant to find them all. Your power is always at the crank-pin, in Figs. 2 and 3 the steam is admitted to front end of cylinder, which of course has a tendency to send the piston backward, but the bite on the rail is greater in resistive force than the weight of train, hence the front cylinder head offering the least resistance is pushed forward, dragging all its load with it, but just let that bite be overcome and see how quickly your power is applied at the pin. I hope these few remarks will convince "A. D." that his reasoning was false mechanics.

I think "Maple Leaf" is in a hard row of stumps, and I am of the opinion that the best and only way to get out of it is to have a committee wait on the officials and have that obnoxious notice withdrawn, or else leave the service and hunt up a place where men have sense enough to know that steam can't be raised without fire, and that coal when burning will make smoke.

Thanks to "J. E. H." and "Vulcan," the eight cars are taken out of Dyers both by the same process, only "J. E. H." does it with a little less work than "V." I tried to get the cars out but I could get only seven of them, and am glad to see that the last can also be gotten out by the use of the armstrong engines on the first car.

"H. G. C." I think you will find that your cross-head travels faster as it approaches the middle of guides, and then commences to slow up again as it approaches the front end; it is caused by the angularity of the connecting rod, the back end traveling in a circle. Take a four foot wheel, the wheel must travel six feet while the cross-head travels two feet, now put her on back center and start her forward until she has traveled two feet, one-third ($\frac{1}{3}$) of the distance, you will see that the cross-head has moved about $5\frac{1}{2}$ inches while the wheel has moved one-third ($\frac{1}{3}$) of its stroke; now move her forward another two feet, one-third of the half-stroke, you will see that the cross-head has moved about $13\frac{1}{2}$ inches. As the wheel travels about the same speed at all times it is evident that the cross-head must travel a great deal faster to make the second distance than the first (and third which is same as first.)

Third: If your main rod in breaking did not injure your straps or brasses you could take down your left main rod and put it up on right side.

"Salathiel Washburn" says all engineers are enginememen, but all firemen are not, as only the best firemen become engineers. Generally speaking, in my experience, you are wrong, for in a great many cases firemen are promoted in rotation and without regard to ability or experience, and in other places the only way for a man to get an engine is to hang around the Master Mechanic and foreman, be a good stool pigeon and carry good cigars with you, and it don't matter whether you can disconnect an engine or not when she breaks down, you are a capital fellow and ought to have an engine. These are the kind of engineers who hate to have you tell them anything about the size of nozzle or adjustment to petticoat pipe.

I have a theory about the action of an injector; let me see how many have a similar idea. Now boys, how does an injector work?

Your fraternally,

Eccentric Strap.

MR. EDITOR: There being nothing unusual in this section since I last wrote, except some "tail-end" collisions between regular and special freight trains, with no lives lost, I will confine myself to answering questions that are within my ability, and again ask some. And just here I wish to say I think it would be well for all of us to ask questions freely and thus afford a variety of topics to write about. I do not think it right for a correspondent to ask his question of some particular correspondent, for if this be continued, the Mechanical Department will be reduced, instead of enlarged, because the rest of us are not allowed to express our views.

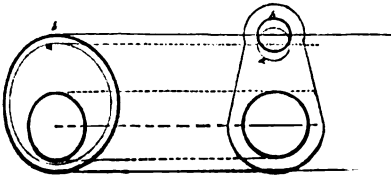
"Eccentric Strap:" My idea of the true meaning and function of *lead* given the slide valve of an engine is, to give as wide open a port as possible to the cylinder after the piston has reached its dead point, and thus allow, as nearly as possible, the the latter to receive boiler pressure at the commencement of its stroke. The amount of *lead* cannot be definitely ascertained, and should be given only by the use of an instrument called the "Indicator," which is attached to the steam cylinder (usually at the side) by pipes being connected in the clearance space, which must receive its motion from the cross-head. I shall not undertake, here, to farther discuss *lead*, and the "Indicator," as it is an inexhaustible question, but add that compression should be obtained by *lap* on the slide valve, which produces cushioning (as you please to call it.) Yes, it is true that all locomotives of the shifting link valve motion (where the rods do not cross) increase their lead as the lever is cut back to mid gear, which is very essential under different speeds, although any amount of lead will not knock out the cylinder-heads, as you suppose.

"Tallow Pot:" I have caused an injector to force water against a greater pressure by twenty per cent. than it was being operated under; the amount of lift was six feet in the suction pipe. Thus, with a less amount of lift, it would still increase the per cent. of forcing against a still greater pressure.

"T. B. C.:" In answer to your questions I will say for No. 1: No compression occurs in the stroke of the piston after the cut-off, though compression occurs before release, where *any* amount of inside lap is employed and *vice versa*, when inside clearance is used. Thus, with a valve line and line inside, the compression and release occur simultaneously. No. 2: Outside and inside lap, together, determine the point of release. No. 3: The advantage of a five inch throw eccentric over one with but four and one-half inch throw is it would prolong the cut-off, compression and release, which is sometimes desirable under very slow speed.

"W. A. G.," Richmond: With the use of

your diagram, in December letter, I will explain, to the best of my ability, the answer to my question on turned down eccentrics.



According to your drawing, you have first, a crank and pin, which, if attached to a valve, would cause it to throw just four times as far as the eccentric on same drawing. Second, moving the crank-pin towards the center of the axis of the crank will reduce its throw, but in case said pin is to be turned one-eighth of one inch smaller in diameter, it will *not* reduce the throw. Again, turning off one-eighth of an inch from the circumference, or face of the eccentric does not reduce the throw; why? because the throw of an eccentric is twice the distance that its center is from the center of axle on which it is stationed, no matter what its diameter may be; and the same may be said of a crank and pin. Its throw is twice the distance that the center is from the axle, irrespective of the diameter of crank pin, "D. C."

"Gravity." Your three questions are pretty heavy on enginemen, but here is all I know on the subject: First, a piece of steel weighs more at the poles than at the equator, attraction at the poles being 983 dynes and at the equator 978 dynes. Second, you answer the same as I think. Third, the rifle ball will increase in velocity and strike the ground with a force equal to the gun and gravity. Law of gravitation: the attraction between two bodies varies directly as the product of their masses and inversely as their distance between them.

Does not a locomotive with a stuck driving box cause a winding strain on the barrel of the boiler, while the cylinders are under heavy working pressure?

Does a pound of feathers weigh less than a pound of lead being placed in a vacuum? Poly—.

Atmospheric Resistance, from a Base Ball Standpoint.

MR. EDITOR: This article has been some time prepared, awaiting a reference, which I am unable to find, but hope to do so and say later on. It related to the *atmospheric resistance* which a locomotive has to overcome, and the statement was made that from *indicated tests*, a locomotive running seventy-two (72) miles an hour was overcoming a *resistance*, and at eighty (80) a *cyclone*. The *indicated* horse power of a locomotive at

sixty-five (65) miles per hour was six hundred and twenty-four (624); three hundred (300) horse power was used to overcome atmospheric resistance, and eighty-one (81), twenty-five (25) per cent. of the balance, to overcome *back pressure*, leaving only two hundred and forty-one (241) for effective service. No record, so far as I know, was taken of the speed of the wind, but I have heard of trains being detained from twenty to thirty minutes in a ninety mile run, owing to the velocity of the wind.

My attention was recently called to a very warm or incandescent discussion on the question of whether there was or could be any twist given to a ball in playing cricket or base ball. Messrs. A. J. Reach & Co., of 23 South Eighth street, Philadelphia, have recently published a little work, entitled "The Art of Curved Pitching," price 15 cents. I suggest that anyone who desires to investigate this matter further will be interested in reading this pamphlet in full. I am indebted to Messrs. Reach & Co., for the loan of the cuts illustrating this article, and from the work I quote.

"The science of curved pitching is governed by two indispensable conditions. These conditions are: First, the resistance offered to the ball by the air; and second, a rotary motion of the ball on its own axis. *Both* of these conditions are absolutely necessary. Either of them, alone, is powerless to produce the curve."

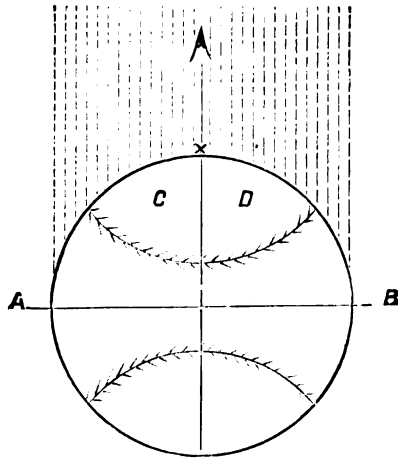


Fig. 1.

"Fig. 1 represents a ball passing through the air in the direction indicated by the arrow but having no *rotary* motion," the dotted lines showing the air pressing equally on the surface above and through the centre lines A and B. This illustrates what I have

heretofore called the *speed of translation*, without the speed of *rotation*, i. e. when you lock a wheel with the brake and let it slide on the rail; take another illustration, a round rifle ball, fired from a smooth bore gun will move as indicated in Fig. 1, and should it break your leg you would have a square break or fracture.

Center of motion O, Fig. 2, is one thing, its axis of motion and bottom in contact with the table is another.

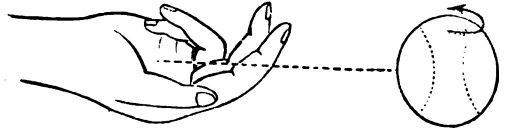


Fig. a.

This is shown in the cut Fig. a, illustrating "throwing the out curve," in which the ball moves away from and revolves towards you.

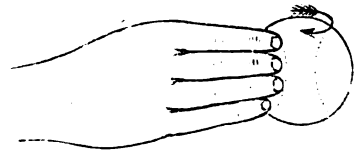


Fig. b.

"Throwing the low in curve."—Fig. b, as shown, is just the reverse of Fig. a.

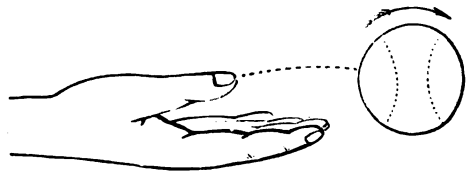


Fig. c.

"Throwing the down curve."—Fig. c corresponds to the cue striking the ball above the centre, A and B.

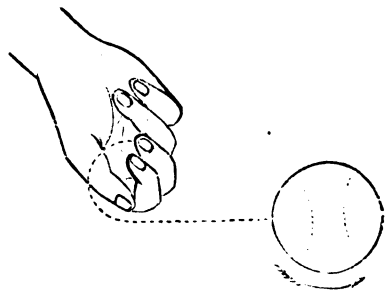


Fig. d.

"Throwing the up curve."—Fig. d is just the reverse of Fig. c. Applying these movements to the "minnie ball," and rifled ordnance, the effect is, as contra-distinguished from the round ball and smooth bore, to

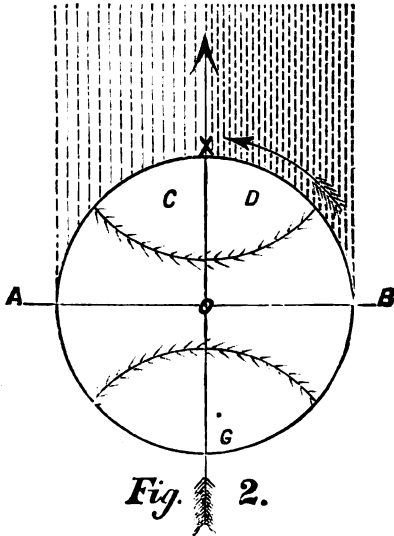


Fig. 2.

Fig. 2 introduces "a ball passing through the air in the direction indicated by the straight arrow, but also having a rotary motion on its axis, O, and in the direction indicated by the curved arrow." "This rotary motion causes the half of the ball on the right hand side of the straight arrow to move through the air faster than the other half." "That the air offers a very sensible resistance to a body passing through it, cannot be disputed, and the faster the body moves the greater will be the resistance." All these points I concede, save one, and on that I differ, and differ radically with the writer and established authorities.

In Fig. 1 the centre of motion through the ball is in the line of the arrow, A, being the top—a billiard ball is good illustration. If Fig. 1 was such a ball, the lower point, in contact with the table, would be its axis, while its centre of motion would be at the point where the line of the cross crosses the lines A and B. Strike this ball, so placed, above the lines A and B, with a cue and the ball moves away from you; strike it below and it comes to you. This is a good illustration of the "East Line" proposition. In either one of these conditions "the top moves twice as fast as the bottom, and the bottom is at rest."

break, split and shatter the bone below and above the point of contact.

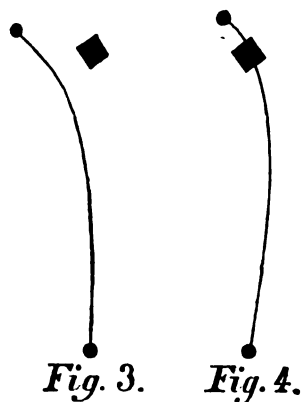


Fig. 3.

Fig. 4.

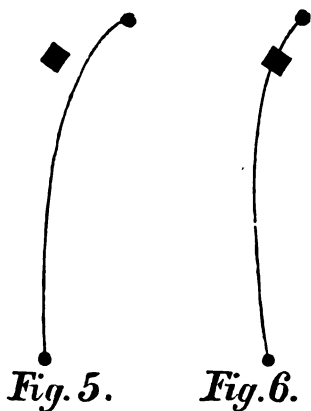


Fig. 5.

Fig. 6.

Figs. 3, 4, 5 and 6 illustrate curved pitching, as here shown and described, the pitcher being able to curve the ball at will, to the right or left of a fixed point.

In this connection I make answer to "I. W. M.'s" communication in August *Magazine*, page 470. I will make further explanation in the articles I am preparing for the *Magazine*. The following are explanations in the line of his inquiry.

"The old question as to whether the upper part of a carriage wheel in motion goes along faster than the lower part seems to have been settled by instantaneous photography. In the photograph the outer ends of the upper spokes appear indistinct by reason of the motion, while the outer ends of the spokes in the lower part of the wheel are photographed with distinctness."—*Philadelphia Evening Telegraph*.

The moving over the piston by the cylinder, or the piston moving through the cylinder, makes no difference in the action of the wheel, "every wheel in the train in contact with the rail, in motion, and not slipping on the rail; the top moves twice as fast as the bottom, and that bottom is at rest." I have

been asked what I mean by top and bottom. Take a plumb bob and line and from the running board on the locomotive line through the centre of the driver until the point of the bob will touch the point of the tire in contact with the rail, the top would be the point directly opposite and in line with the centre of the driver and at the top of the tire.

William E. Lockwood.

GLEN LOCH, November 21, 1887.

MANHATTAN RAILWAY COMPANY, }
NEW YORK, Nov. 20, 1887. }

MR. EDITOR:—I did not write what I had to say about the wear on guides in a hurry. My answer was to an "Elevated R. R. Fireman." On our road the engines have but one guide. A locomotive moving ahead has the wear or pressure on cross head upwards, and in backing it is downwards. If a top guide gets hot when using steam going ahead it is on account of the upward pressure, and if the lower one heats running down grade, without steam, it is caused by the weight of cross head and main rod bearing down, and both cases are evidences that "Tallow Pot" should put on the slate in round house an order to have guides looked after. I would suggest to "Paul" that he place his engine on a scale in the different positions he names and give her steam, and let us know how it affects her weight.

Thanks, "Vulcan," for what you say about the boomerang. Pitch right in on that same subject and keep it alive. I know of no pen more able to do it than yours. There are many subjects, other than mechanical, that can be discussed in the *Magazine* with benefit to many. In this connection let me say to those asking questions, *do not call on any particular party for an answer!* Simply ask your questions, and there is no doubt some one or more will respond. I know there are many points in our business that I am not up in, and so, perhaps, with others. Each number of the *Magazine* gives us the "nom de plume" of some new correspondent with new and useful ideas, and there seems to be the best kind of feeling between the writers.

Some months back I made a bad blunder in one of my articles. Who will point it out?

"Vulcan" takes right hold of the throttle question, and in proper shape, too. It is past comprehension that so many engineers will use every available means to keep their engines hot and then lose all the benefit of the pressure by expanding the steam between the throttle and steam chest. And yet, engineers are not wholly to blame for this. Not long since an engineer, running on one of the largest roads in the middle states, ordered his valve seats faced. The M. M., who, by the way, has filled that position on the road for nearly twenty years,

called the engineer to his office and said to him, "How is it your valves blow?" There's * * * *s engine runs opposite to you and has been out much longer and his valves are all right! The fact of the matter, is you cut your engine up too short and wear the valve seats hollow, and you must stop it. I won't have it!!! I want you to run like *

* * * does, lower in the corner." The engineer (Culprit) ventured to say "look at our coal accounts, please." And an examination showed that the short cut-off man was running with 40 per cent. less coal than the other, and doing same work. This M. M. was an engineer fifteen or twenty years before his promotion, and above are his notions of running a link-motion engine. This is no fancy sketch, but a sober truth.

The firemen on the Chicago Division of the Illinois Central R. R. have organized a Mechanical Club for instruction in their present and prospective positions. This is a step in the right direction, and should, and doubtless will be followed up by many other Lodges of the B. L. F. It is all bosh that a fireman has no time for mental culture. 'Tis true some railroads have long hours and the firemen have hard work, but there are other roads where hours are not so long nor work so hard. Let each one give some of his time to study, and learn a little—no matter how little at first—and he will find the habit growing on him, until it becomes a pleasure.

The I. C. boys are the pioneers in a move that will redound to their credit, and in after years, when they see the results of their labors, they will have just cause to be proud.

As this communication will be the first for the year, permit me to wish you all the success in the new year that rightly directed snap is always sure to bring.

E. J. Rauch.

MR. EDITOR:—The Mechanical Department of the December number is at hand, and teeming with good things as has become usual to it. The "Mechanics" articles are still continued and contain another installment on the mechanical powers.

Mr. Lockwood comes to the front with some testimony given at the Bussey bridge investigation, by which he seeks to prove the hammer-blow of the locomotive with but indifferent success, as it must look to others who are not so deeply imbued with the theory as Mr. Lockwood.

"Eccentric Strap" argues on my side against Mr. Rauch, that pushing or towing a locomotive, disabled on one side, with rods up on the other side, does not injure them, and seems to have good evidence in the case he cites.

I find that I must apologize for alluding to

"Eccentric Strap's" pride in his good looks, for I find that he is not the good looking brother whom I met at several conventions, and whom I fancied I recognized under his nom de plume.

We had about the same idea in regard to the practicability of plugging up the steam port on the broken end of a cylinder, and that is that it would hardly pay for the time required to take up the chest, and fit the block. Our ideas in regard to "X-10-U-8's" query, about bringing a locomotive, with a broken reverse lever, down that five-mile grade coincide.

I am not sorry to find "E. S." on my side, in the argument with "A. D." as is evinced by his suggestion to "A. D." about the crank below the axle. "E. S.'s" comments on "S.'s" advice, about learning our business are to the point, and the number of roads and different locomotives fired by him, have each contributed to his stock of knowledge, as is evident by the way "E. S." puts his ideas on paper. This reminds me of a custom which has prevailed in some of the countries in Europe, until it has become a law to all trades. An apprentice to any trade serves his apprenticeship to the trade in his native place, and afterwards, when he has become a journeyman, he travels from place to place through the country, working at his trade in the different places, and thus gaining the knowledge of a new point here, and diversity of practice there, and in the course of a few years he returns to his native place fully competent to become a master workman in his business.

I fully believe with "E. S." that too much coal is wasted by too heavy firing, and this is as applicable to soft, as to hard coal firemen. I saw a locomotive to-day, steam freely with a fire which the fireman did not have time to make as heavy as he thought it ought to be, and from which he would not have expected to have any steam at all. The same afternoon the fire was twice as heavy, and did not produce nearly as much steam.

It is a very good plan for a fireman to study the engineer he is with, but it very often happens that the study fails to pay, for you cannot "find some men out" till you put another along side and compare them. Again, some men on the right side need study very much and earnestly, if they wish to keep ahead of the progressive fireman. Quoting arithmetic reminds me of an engineer who was not sure that six times seven was forty-two, and whether it was live or exhaust steam that came from the cylinder-cocks, when the locomotive was working—others estimated the locomotive at five horse power, and could not comprehend the word area. A little study all around is evidently needed, and it seems to be a better plan to do some thinking before you are

promoted, and it will not take so much afterwards.

"E. S." asks: "What is lead? and then gives a full description of it and its uses. What more can we tell him about lead, than that it is the amount that the steam-port is open, when the piston is at the dead centre and that its use is to cushion the piston and to have the steam in readiness to follow and push the piston in its rapid movements. I cannot illustrate my meaning better than to refer "the boys" to the fine fun they had once at a picnic swinging the girls—they used to "run under the swing," sending its fair occupant far up with a feminine scream of half fear and half delight. The boys well knew that when the human pendulum had once obtained full motion they had to be ready to catch the fair burden in its descent and go through with a rush or be left behind. The action of the piston and the steam is just like these swinging young people. The piston moving back and fourth rapidly, depends upon the steam to push it, but if the piston was to leave the end of the cylinder just as the port is opened, the steam would be just like a slow boy not able to catch up, or at best not doing effective work. This also brings in the other point, that the closer a locomotive is hooked up, which means in other words the faster she is traveling the more lead she ought to have for the steam to catch up to and push the ever receding piston and this increase of lead is actually obtained in the present link motion. A link having the curve of a circle, drawn with the length of the eccentric rods as a radius could and would have no increase of lead, if the centre of the axle formed the centre on which the eccentric strap turned; but as the centres of the eccentrics are the points around which the rods swing, and as these centres are from two to two-and-a-half inches from the centre of the axle and about three inches from each other, it becomes evident that raising or lowering the link to its centre will draw the centre of the link nearer to the axle, and thus increase the lead. The idea "E. S." expresses that so much lead would blow out cylinder heads, is no doubt true, but even if this did not take place, the early admission of steam would retard the locomotive by putting pressure on the wrong side of the piston.

"Paul," from Cleveland, advances his opinions on the guide-bar question, on which we all agree, but on which we seem to differ because the different writers have not been explicit enough to specify the kind of a guide-bar they are alluding to, whether single, double or quadruple. We all, I believe, agree that in passing over the upper half of the wheel going ahead, the action of the pull on the piston on the pin, tends to lift the cross-head, and in passing through from the back centre through the under half

of the wheel, the push of the piston again lifts the cross-head. When a writer alludes to a single bar guide he would naturally say the pressure is against the bottom of the guide in running ahead, and against the top in backing up, but to express the same action in a double guide-bar he would say the pressure is against the top guide-bar (meaning in the lower side of it) when running ahead, and against the bottom guide (meaning the top side of it) in backing up. I believe this will harmonize this controversy, as we seem to have the same idea of it, but have failed to make ourselves understood.

I cannot concur with "Paul" in the reason why a locomotive would slip more in backing up than in going ahead. He says there is the upward pressure on the guide bars (which we have discussed) and he reasons that the other end of the rod must push down that much more. But Bro. "Paul," do not these forces exactly counter-balance each other? for as the locomotive depends on the weight resting on the wheels a push or pull down by the rod exerts just as much of a pull as a push up on the frame through the cross-head and guide-bars, and thus counter-act each other. "Paul" might as well try to lift himself by his boot straps, or his suspenders, and make himself weigh less, as to advance the idea that a locomotive could do a similar thing, no matter how near up and down the rod may act.

In regard to the locomotive slipping more when hooked up, let me say that one of the first engineers I fired for was in the habit, whenever the locomotive slipped, of dropping her into the corner (and giving her a cursing) to stop her slipping. One of the remedies was effective (I don't believe the cursing did it) and I ever credited the long admissions of steam and the large quantity to get rid of. In experimenting on this line I found that a locomotive in pulling a heavy train would gain speed with the throttle left in one position by simply hooking her up. Part of it, no doubt, was due to the increased lead, but much more to the free and unchoked exhaust of the smaller quantity of steam she used when hooked up.

"Poly—" and "No name" are having lively times in their discussions on air pumps and the rest of us had best stand back until the fray is over and then perhaps we will have a chance to get a word in on the subject.

Of course "Poly—" is right in his explanation on the travel of the valve, and makes his position very plain in his article and leaves nothing more to add on that subject.

"Poly—"s explanation in regard to the pins running hot one way and cold the other is plausible, but I should judge that the brasses must be in rather bad shape to permit such a state of thing as poor bearings in one direction and good in the other, and

as we have not had any trouble of that kind I can only surmise such to be the case.

A feed water heater is being introduced on some of our roads—said feeder consists of a coil of pipe in the front end, curling back and forth a number of times in front of the flues. The water after passing the pump or injector check valves has to pass through this coil, and it is claimed that it enters the boiler already heated to the boiling point; but while this is hardly possible it is very evident that a large amount of heat must be imparted to the water in its passage through the coil, and as this is communicated by heat, which would otherwise escape, it is that much gained. The pipe only weighs 300 to 400 pounds, and this weight of course makes no hurtful addition to the front truck.

As "Poly —'s" inquiry in regard to the antics of that "Hinkley Mogul," is directed to the "theorists on hammer blows," (of which I am not one) I will not venture to spend my opinion unbidden.

"Salathiel Washburne" gives some good advice in regard to the study of combustion and practice combined, but apparently is rather hard on "S," for venturing to have some judgment, and daring to express it to his engineer. "S" must have had good reasons to advance for the change he desired or the change would not have been made at his request only. While an engineer should be fully competent to judge what would be a proper nozzle, or what changes might be made so as to make his engine more efficient in the service, it is an admitted fact, even by prominent engineers, that many are not up to the mark, and what is worse, they will take no pains to improve themselves. Engineers are not all enginemen, as "S. W." would have us believe, for the exigency of early railroading put some men on the right side without the apprenticeship of the left side, and having got there then boast that they can "start and stop her" and "draw \$95 or \$100 per month." Philosophy is but a poor remedy for the toothache, and it is also a poor consolation to a *poor fireman*, who is being tortured day after day by men of that kind, and it is very evident that "S. W." never passed through the ordeal, or else that "fellow feeling" which "makes us wondrous kind," would exist in his breast for "S" who has evidently "been there."

"Wm. Gore" gives some good ideas on smoke burning devices in soft coal burners, and wonders that he does not find them in Virginia, but he is taking a good step in giving his ideas and thus helping to spread knowledge and he may yet see the effect, even in his part of the "Old Dominion." His reminiscences of early railroading and old locomotives are certainly very good reading for the younger generation, giving us a

slight idea of what railroading was in "ye olden time," but that was a "bad break" from "Stevenson's" to "Noah's" locomotive and almost spoils the whole of Mr. Gore's otherwise good article, and I will give my reasons why. The mechanical department of the *Magazine* was organized to disseminate the truth in regard to mechanical problems which meet us in our daily work and all "fooling" is out of place in this column. I have seen a mechanical department of a certain publication "squashed" by the introduction of a few extravagances, which were designed to ridicule a fact in the experience of a contributor which the authors of other communications had never stumbled upon and therefore could not believe. Stick to plain facts, Bro. Gore, and leave "Noah's" locomotive to *Puck*, or the *Judge*, or *Peck's Bad Boy*.

"Maple Leaf" tells of railroading under difficulties in Canada, of which "the boys" in the eastern section of the States have no idea. While we can and do heartily sympathize with these afflicted brethren who have to fire without smoke, on leaky locomotives without blowers, and of course very slow to get up steam, yet I cannot "give them a lift" out of the difficulty, except to advise them to discharge the head of the mechanical department, or the board of directors for not keeping, or getting better motive power than that described, or if that will not work discharge yourself from their employ and find some road where they will give you tools to work with and not exact "bricks without straw," like Pharaoh of old.

"J. E. H." gives an answer to F. H. Barre's drill, or "Dyer's switch problem," and comes to the same conclusion that it cannot be done if the locomotive is to handle each car, but suggests pushing one car by hand thus coming to the same conclusion with myself, but differing a little in the detail. "A. N. D." seems to have studied the problem also, and is emphatic that it cannot be done except by doubling, and he is right unless we can push one by hand.

"Vacuum" is on hand as usual with several good articles and has something to say to and of "Vulcan." I thank him for giving me credit for knowing something, but let me assure him that I do not profess to *know it all*, as I stated before and as "Vacuum" has already proven in defense of his former article on the valve motion, for had I known that up there in the "Peninsula," they had locomotives like those we use in the "Empire City," I should have been slow to try to correct errors where none exist. Will "Vacuum" be magnanimous and pardon me—for I was wrong that time.

I like the spirit "Vacuum" brings to these discussions, for it is the animus to investigation, and takes nothing for granted, no matter who says so, unless good reasons

are brought to back the assertion. I too have my reasons for seeking information through this channel, for I found that once upon a time, years ago, when I was trying to obtain the solution of a problem that confronted me, I was made fun of because I asked our master mechanic about it after having in vain solicited information from the "lesser lights." Do you know they called it cheek, or brass, as "Vacuum" alludes to that metal, for me to talk to the master mechanic about that matter? If that is "brass" I own a large foundry, for I would not hesitate, when time and opportunity was given, to ask our President or his wife, or Queen Victoria, to give me information which I had reason to believe they had, and would give me. Now, make the best you can out of it, as I have made an honest confession of my weakness.

No doubt the varied experience of "Vacuum" on different roads, in different capacities will still be valuable to him now that he has given up "tiger hunting" and "carrying tangle-foot" as a recreation, and is striving to make a better use of his spare time. By diligence much of the lost time may be made up, but certainly cannot be recovered, because once gone it is gone forever, and I think "Vacuum's" confession will serve to point a moral for "Slick Eye See," who I thought indicated a predilection for the way "Vacuum" admits having travelled. I am glad to have "Vacuum's" evidence that the Mechanical Department has not been a fruitless endeavor to benefit our membership, and that there is at least one brother whom it has awakened to a new interest in his business. I had occasion to talk locomotive and mechanics to one of our members a few days ago, and found that he wanted information on the horsepower and levers; subjects which are being fully discussed in these columns. I showed him some of the articles on these points, and took particular pains to read and impress the experience of "Vacuum" on his mind, and he left me with a full determination to hunt up his back numbers and read them through, which he admitted he had not done. How many more of our members there are whose attention ought to be called to the *Magazine* as an instructor none can tell, but I have a new duty as I deem it, and shall make it a point to ask each member to read his *Magazine*, for it may contain the very information he wants, and if it does not, its pages are free to all inquirers.

"Vacuum" is a most persistent querist and asks so many questions to the inch of correspondence, that it would take a book of some size to answer, but I hope that our editor will be able to induce the author of "Mechanics," to try to follow out the line of thought indicated by "Vacuum," as it seems that with so many correspondents claiming

attention, I can hardly devote the space necessary to go into all the details of valve motion, and make them so plain that "common every day firemen could understand," even had I the ability.

"H. G. C." is a new signature, I think, but nevertheless welcome, and glad to hear he appreciates the department. The question of the friction on the guide-bars, I have already treated and think "H. G. C." will fully concur in my idea, and it is evident that "H. G. C." is writing of double bars, while Mr. Rauch I think wrote of a single guide-bar. We also agree on the point of bringing a locomotive with a broken cylinder-head in, and I cannot admire the idea of bringing a locomotive in, without disconnecting and covering port, except for a very short distance, say less than half a mile. I hope "H. G. C." will have reason to change his idea on the correctness of "Amboy's" position on the fulcrum when he reads the December *Magazine*, in which I have fully answered and given my idea on that question.

The travel of the cross-head on the guide, has been discussed in these pages before, but I will answer "H. G. C." that the cross-head does not travel over the guide at a uniform speed, for it slows up at either end, and travels fastest in the centre of its stroke.

The single larger exhaust nozzle has to let the exhaust escape, which it takes the two smaller to do, and having this double quantity rushing through it, it has sufficient force to create the draft demanded for the fire, which it would not have if two large nozzles were used.

If the main rod only, on the pump side of a locomotive were broken, the only practical way to bring her in, if the injector will not work, would be to change the other main rod to the pump side, so as to obtain motion for that cross-head, as I take it "H. G. C." alludes to pumps attached to cross-head. We have several locomotives which do not derive their motion for the pump from the cross-head at all, and of course these could be run in, no matter whether the cross-head had motion or not.

There are several more correspondents whom I would like to answer, but it seems that when you have to make eight-and-a-half and nine-and-a-half days a week on the rail, it does not give you much time to write, so I must stop for this time, hoping to resume in my next where I leave off now.

Vulcan.

SOMERVILLE, N. J., Dec. 6, 1887.

EDITOR OF MAGAZINE:—In perusing the pages of the Mechanical Department of the December *Magazine*, I was led to stop and ponder over a question asked by "H. G. C.," "If an engine with a pump and injector was to break main rod on pump side,

and injector would not work, could engine be run in?" On first thought it seemed an impossibility to me, but upon careful consideration I see that it is not impossible; there is a way it can be done if there is nothing broken but the main rod, and that is to take the main rod from the opposite side and put it on pump side, providing it can be made to fit, which I believe is not usually the case, though they will fit sometimes. As I have as yet but a slight knowledge of mechanics it will not do for me to try to upset the ideas and opinions of the older hands at the business, but I would like to ask "Vulcan" if he has ever considered the effect of pressure on valve when working an engine with full throttle as he says to give full boiler pressure to piston. In my opinion the pressure on valve more than overcomes any good results that may be gained from the greater pressure on piston, which he says can be obtained by working full throttle. I also beg leave to differ with him on the question of switching, when he says it is not exactly in our line, as I think every fireman should be posted in such matters. And now I have a problem for the boys:

Suppose two trains of three cars and an engine each, meet on opposite sides of a turn table on a single track; there are no switches or sidings there, nothing but a single track with a turn-table in it; the table will hold two engines, or one engine and car at a time. The problem is for the two engines and trains to pass each other on the table and each go on with its own cars, the cars to be in the same position behind engines as they were before they met.

Wishing the *Magazine* success for the coming year. I am fraternally,

J. E. H.

MR. EDITOR:—"Can a Westinghouse air pump compress air to a higher tension than the steam on the boiler?"

In the November number of the *Magazine* "Noname" writes that I gave him to understand that the momentum of the piston enables an air pump to compress air to a higher tension, than the steam on the boiler; and in the December number "Poly—" questions the accuracy of the statement. I do not remember saying anything about the subject, and your correspondent is evidently mixed up a little in his story; but I think there is no doubt that the momentum of the piston towards the end of the stroke represents stored power which is often used to compress air to a tension higher than the steam that started the piston. If "Poly—" will jump upon a weighing scale, he will see that the index will rise higher than the weight due to his avoirdupois, the apparent increase of weight being due to the velocity of his feet when they struck the platform.

The piston acts in a similar way. At the beginning of the stroke there is full pressure of steam to start the piston going, and little pressure of air to resist it. So a certain velocity is imparted to the piston, which at the end of the stroke gives a margin of power beyond what is due to the area of the piston plus the steam pressure.

Angus Sinclair.

CHICAGO, NOV. 24, 1887.

MR. EDITOR: One of the pleasing results of the mechanical correspondence going on in the columns of the *Magazine* is the organization of the Locomotive Firemen's Mechanical Club of Chicago. The aim of this club is to bring together the locomotive enginemen of Chicago, for the purpose of discussing all matters relating to the management, care and construction of the locomotive. We are endeavoring to secure models of the different parts and attachments of the locomotive, in order to familiarize ourselves with their operation and construction. Many a good improvement has failed, merely because the operators were ignorant of its principle or construction. We intend to have a series of lectures to be delivered by men prominent in the care, management and construction of the locomotive. We feel satisfied that it will promote a desire, on the part of its members, to study mechanical questions of all kinds, and combining theory with practice, they will become competent engineers.

Chas. Naylor.

PHILADELPHIA, NOV. 10, 1887.

MR. EDITOR:—I want to say a few words about the push and pull of the piston, and the strong and weak points in revolution. "Amboy Division" gave us an illustration of the imp of the cylinder, also as to the wheel being a lever of the second class constantly. By the pictures of the imp we see that by pulling the pin with his arms and bracing himself with his legs against the axle, will cause the wheel to revolve and carry the imp forward until the pin is in line with the resistance or weight; now taking the idea that the rail is the fulcrum, the action of the imp as power, pulling with his arms will represent the action of the piston and main rod, and his legs as the frame, when your crank-pin leaves the forward centre and passes down towards the bottom quarter does not the wheel gradually become a lever of the third class, especially when the wheel is on the true bottom quarter, for is not the power between the weight and fulcrum? Consequently if power is applied to pin at that point it will have a tendency to push the wheel and axle backward against pedestal brace or slip the wheel on the rail, for the power of engine and resistance of

train is greater than the friction of the wheels on the rail and in his statement of Sept. 26, in cut No 2, he says that power is applied to wheels by frame also in the third quarter. Taking his word then, let us refer to his statement where he says power is applied to wheels by frame and to crank pin from centre to centre on the upper half of the wheel. Is not the leverage greater when the pin travels from the back center to the forward than when power is applied to wheels by frame, for is not power farther from the fulcrum, taking the rail to be the fulcrum, than when applied to wheels by frame from the forward to back center in the lower half of the wheel? As such would be the case would we not gain power by having two cylinders on each side so that when our crank pin is on the bottom quarter which would be the weak point the other is on the top quarter or strong point, and in consequence we would have a strong point throughout the revolution of the wheel.

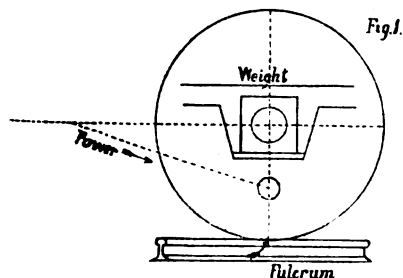


Fig. 1 shows position of crank pin when power is between fulcrum and weight.

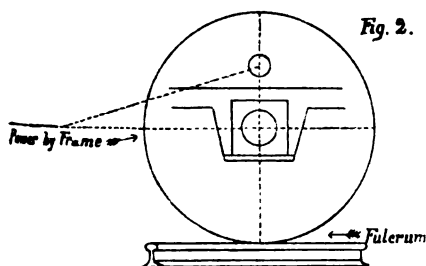


Fig. 2 shows distance the power is from fulcrum when applied by frame and by pin. Fairmount.

NEW CASTLE, PA., NOV. 25, 1887.

MR. EDITOR: I wish to say, through the columns of your *Magazine*, that the article in October number, signed "Slick Eye See," had no effect on our firemen in this part of the country. We all favor Mr. E. J. Rauch and hope he will continue in his good work. I would be pleased to have some of our writers give us some instruction on setting

an eccentric. What is to be done in case we break a pony truck? What is the best course to take in case we lose a part of our tire?

Inquiry

CONNEAUT, OHIO, December 13, 1887.

MR. EDITOR:—Please have the following question answered: "Does the *cross-head* move when an engine is moving, or does it move when the engine is slipping?"

Nickel Plate.

Points on the Slide Valve.

Industrial World.

A slide valve has no lap when the arch will just span the exhaust port and bridges, and the faces just equal the ports in width.

Lead is the amount of opening which a valve has when the engine is on the center.

When a slide valve has neither lap nor lead the eccentric is set at an angle of 90° with the crank on the side toward which the engine is to run. Moving the eccentric forward makes the action of the valve earlier with reference to the crank in all its points.

Moving the eccentric backward makes the action of the valves later with reference to the crank in all its points.

When the blade of the valve exceeds the ports in width the amount which it projects over the edges of the port when in its central position is termed lap. The projection over the outside edge of the port, *i. e.*, the edge at which the opening for admission takes place, is called the outside or steam lap; the lap on the inside or arch side of the blade is called the inside or exhaust lap.

When outside lap is added the eccentric must be set enough further ahead of the crank to take the lap up, *i. e.*, so that the valve may be all ready to open when the engine is upon the center. Usually little lead is also given in order that the steam may get in on time and the port be opening as the piston advances. The effect of steam lap is to close the valve earlier and allow the steam to expand. The effect of inside lap is to close the exhaust earlier and introduce compression.

THE *Electrical World* says: Several plans for electric railways in New York are maturing, and it seems likely that the details will shortly be made public. One striking move in the direction of using electricity is noted. A franchise has just been granted that will cover a road on Fulton street, crossing Broadway. Such a road will be of great service, and its necessity has long been felt. The interesting feature is, that the road is to be operated on the Bently-Knight system, using a conduit. The system was first tried at Cleveland, and has for some time been in successful operation on a short track at the Rhode Island Locomotive Works, Providence.

Woman's Department.

EDITED BY IDA A. HARPER.

FOR THE NEW YEAR.

Last month the request from "the powers" was, "Please be as brief as possible." Then, there were so many things I wanted to say, about the holidays and the children and all the fruitful themes suggested by the beautiful mid-winter celebration, that I almost felt it a hardship to have all my ideas nipped in the bud, but perhaps my loss was the patient reader's gain. This month the presiding genius said, "Take all the room you want," and lo, here am I, too tired to spell correctly and too worn out to pen a thought that any one would find worth reading. It reminds me of the singular circumstance that when my pocket book is empty there are always such wonderful "bargains" offered at the store, and when I happen to have a little spare change there are never any "bargains" to be found. And it is always the same way with "excursions." When I am too busy to get away there seem to be excursions in every direction, and when I am all ready to take a trip I can never see so much as the advertisement of an excursion. Likewise when people are young and would enjoy all the good things of life that money can buy, they haven't the money; and when they have amassed sufficient wealth to buy whatever they want, they are too old to want anything but youth and that cannot be bought. This is a very queer world, and yet we like the sample and will take all of it we can get.

Gentle reader, did you ever attempt to manage Thirteen Woman Suffrage Conventions? I see some of the dear sisters throw up their hands in holy horror, nevertheless they will all vote when the privilege has been obtained for them. Thirteen may be considered an unlucky number but it represents the Congressional Districts of the State of Indiana, and a very successful equal suffrage convention has just been held in every of them. Any one who has ever been State Secretary of a large organization knows what it is to canvass the state, with the thousands upon thousands of bills, posters and circulars to be sent out, the hundreds of letters to be written, the endless details to be attended to and the responsibility that cannot be evaded.

Almost without exception the conventions were a pronounced success, adding hundreds of converts to those already believers and arousing a strong equal suffrage sentiment throughout the state. It is a pleasure to

know that all this great mass of printing was done at the same publishing house where our beloved *Firemen's Magazine* is published, and that the wife of the publisher is one of the most efficient workers in the cause and President of the Terre Haute Suffrage Club. It was a matter of very great regret to our Eighth District Convention that our talented and honored Eugene V. Debs was so seriously ill as not to be able to make the opening address, as he expected. In a letter received from him he says, "Poor as I am I would rather have given a hundred dollars than to have missed this opportunity of indorsing the cause of woman suffrage." As it was, he contributed liberally and used in every direction his influence to make the convention a success.

Everywhere the conventions were attended by representative people, many ministers came forward with their welcome support, money was freely contributed, suffrage clubs were formed where they did not already exist, and arrangements were made to organize clubs in every county seat in the State. At the next meeting of the Legislature a strong and systematic effort will be made to secure the passage of a bill granting municipal suffrage to women. If it fail, the matter will be brought up before the next Legislature and the next until it finally succeeds. The same plan will be pursued in other states. If the men of Kansas are just enough to put their women on an equality with themselves there is no reason to suppose that the men of other states will not display a similar spirit of justice. Meantime, that brave pioneer, that earnest, fearless and devoted woman, Susan B. Anthony, every winter marshals her forces in Washington to secure from Congress a Sixteenth Amendment which shall enfranchise women as the Fifteenth Amendment enfranchised the negroes. Last winter, for the first time, it received a vote in the Senate. The "solid south" voted "nay," two-thirds of all the other Senators voted "aye." This winter it is hoped there will be a still larger vote in favor.

Woman suffrage may not be obtained as soon as its advocates desire, it may come sooner than its opponents anticipate, but that it will finally prevail there is not a question. Women are the only disfranchised class in this greatest republic the world has ever known. It is founded upon the consent of the governed. Half of the citizens are governed without their consent. This state of affairs has been endured for a hundred years, but it will not be for another hundred. We shall win the victory; it will be a peaceful one but it shall be ours. The time is past for any self-respecting woman to say, "I have never thought anything about equal suffrage;" and let that woman who says, "I have all the rights I want," ascer-

tain first, what rights she really does possess; and second, whether all women are in possession of the same rights as happen to be enjoyed by herself.

WASHINGTON, IND., Dec. 15, 1887.

To Woman's Department:

I cannot resist the temptation of sending a word of greeting to all members of B. of L. F. through their beloved *Magazine*, also to all of its readers, and to the editress and writers of Ladies' Department. May the coming year find them more industrious than they have ever been in trying to promote the interests of the *Magazine*. To the Grand Officers I wish a happy prosperous year, and in particular to Mr. Eugene Debs, who is ever ready to lend a helping hand to any and every good cause. But more particularly to-day are my thoughts turned to the members of Tried and True Lodge, No. 361, chiefly because I have been personally acquainted for many years with a great many of them. May this year be a happy one to each of them, for a better set of men has never existed. I hope before the year is out that each of the old members who has not yet joined will do so, making the Lodge one of the best in the whole country. For the benefit of Bro. Hawk, I would say that since the last issue of the *Magazine* made its appearance, every single lady from fifteen years of age up to thirty-five, has engaged in pie making, and many a sample have I received with the request to try whether I thought that would suit. I am not much surprised at this revolution for Charley is a prize well worthy of competition, and never more can I see his smiling face without thinking of apple pie. Well, Banta, we hope you will not take another skating excursion over the gutter into the basement of the Washington House, as you did last New Year's day. Did we see you? Yes, we saw you glide with more force than elegance, also saw the return trip on all fours, go-as-can fashion, up the slippery side of the line, and also saw the broad smile on your face as you stepped on your engine. Try it over Banta, if you do. I'll promise you a good number of spectators. Lost, strayed or stolen, Bro. Wheeler and a spool of maroon embroidery silk. -He will turn up some time for he is a No. 1. The girls are all so sorry that Zuber, of 14, is a Benedict, for he is really a nice fellow. August Mie is one of the boys you can rely on, but he stole a march on us one day and she was 22. Mie before we knew it. We hear Charley Hogan has just been promoted, none too good for him either. Hugh Hogan, solid old friend, is running on a passenger train. We do not forget you, Hogan, and mean to call on you soon. H. in the near future. Bro. Robinson does excel in many ways besides pie eating, and suppose as he settled down with one of the young ladies at Vincennes, he has made that his especial forte. We will write up all members of Tried and True very soon so as to know what good material we have. I was much please at seeing a letter from R. W.

Milton in the columns of the *Magazine*. He is an old and esteemed friend and anything Milton writes is simon pure. Best wishes to you and yours, Milton, we miss you off the O. & M. very much. We met Bros. Koster and Cunningham, also the Misses Koster and Thorne at the B. of R. R. B. ball at Seymour lately. By the way young ladies, have you forgotten the number of that hotel cloak room? We also met Bro. Gwaltney and Miss Ruddy. Dick does not seem to miss his arm very much, but as he has two extra arms so ready to help him it is no wonder. In coming through the Tunnel on our return trip, Mr. Jones suddenly lit a match, (guess he had been there,) who was it was caught kissing so very lovingly? Ask Gwaltney for further information. We are sorry to hear old friend G. W. Crundall has been hurt in an accident down west, but glad he has escaped worse injuries. Well I will close with kindest wishes to all, not forgetting Frank Hunter and Financier Singleton. Charlie deserves a chromo for —, we will not give him away just yet, nor tell how good a fisher Frank is. With kindest regards, as ever,

Mrs. Henry B. Jones, the R. R. Boys' Friend.

CHICAGO, Nov. 15, 1887.

To Woman's Department:

Some of the *Magazine* readers I expect are very glad they don't live in this city. If we were to judge by these lovely, Indian summer days, one would believe that all men lived in peace and there was no sorrow or trouble. Friday last will not soon be forgotten in this city, when those four men who professed not to believe in God or a hereafter died on the gallows. Nor will May 4, 1888, be forgotten, when one of Anarchy's death-dealing bombs, without any warning, was thrown among the policemen, causing death, suffering and sorrow beyond description. At their funerals nothing but grief and mourning was to be seen, while in Sunday's parade their own relations wore black, but the men and women marched along with flaring red ribbon and blood red roses caught on their shoulders, a look of anger and hatred in their faces. If a bomb had been thrown during the time the procession was going through the streets no one would have been as much surprised as when Howell Trogden, a veteran of the late war, stepped in front of the line and pulled from under his coat a small American flag and waved it as high into the air as his arm could reach. Instantly the men cried: "Tear it down! Tramp on it! Throw him in the river!" The men were hoarse with passion and had it not been for one of their marshals we would have had another riot. "This flag will never come down," yelled the bearer defiantly. "No man can tear down the stars and stripes without tearing out my heart! I carried the flag at Vicksburg and I'll carry it at the front to-day, and where is the man who dares haul it down?" and so he did and instead of a red flag Anarchy had to march with the stars and stripes. Howell Trogden's loyal act will be told to future generations. *Mary.*

SOUTH KAUKAUNA, WIS., Oct 20, 1887.

To Woman's Department.

Well, after a few months' of silence I again make my appearance in the *Magazine*. Not that I had nothing to say, for our boys are always doing "something" worthy of mention, but I have had my hands full in nursing my little twin boys through a long and painful illness. However they are on the broadway to recovery, so it is with pleasure that I again take up my pen to write at least a few lines. I was very happy to see a contribution from "May," of Antigo, as we are always anxious to know how the boys are getting along there, for at the present 200 is pretty well represented there. Hope to see more of her interesting items.

The Brotherhood boys here have been presented a beautiful table scarf by a liberal "fireman's daughter," of Antigo, Wis. The boys greatly appreciate her kindness, and return many, many thanks for the same.

Here the poor railroad boys are not idle; for many months past they have been kept so busy that they very seldom had even a Sabbath to themselves, yet they are ever cheerful and happy.

In my last issue I spoke quite forcibly upon the duties of husbands, how to make home happy, etc. Now, I will say a few words to wives and sweethearts, how to do to have happy, sunshiny husbands that make home happy. In the first place be always happy and sunshiny yourself, then half, yea, two-thirds of the victory is won. Then your household duties have well done and do not tell him of all the patches to sew, the dishes to wash and the like, which are the daily occupations, for such things tire him and sometimes make him feel as though you were discontented with your lot, or that he is all to blame for the petty little trifling things that sometimes annoy you. Stop and think just for a moment of all the trials and temptations he is exposed to and a great many times things that are far more annoying than the cry of the baby, the mending basket, etc. He has the world to fight, the wolf to keep from the door, and if he is not encouraged by his wife, by whom should he be? Many a time the poor husband leaves his place of occupation with a heavy heart and if he knows that the moment he enters his wife will commence her little song of being so tired and nervous, so disgusted with all, he will feel so much the worse, in fact, will be cross and sullen; but, if on the contrary, he finds her "airy and cheerful" it makes him so, for he is not unaware of the trials of household duties, and when he sees her take up her burden with joy, if only for his sake, he feels that he can and will do the same. So in this way happiness predominates.

We are happy to see Bro. M. Milan, Secretary of the Lodge, back to work again. He has been under the weather for some time.

Bro. T. Hays is back to our little town again, and by the way he smiles on one of our young ladies "Dame Rumor" says she is (the one.) If so he is to be envied, for she is a prize.

Bro. J. Conway does cut a fine figure, standing

up on a chair with maybe a dozen girls around him at the church fair. But J. says the girls do like him and he can't help it. But we know that it is good habits and gentlemanly ways that charm them.

Bro. J. Mulholland is equally as fortunate, and if rumors are true he shall soon lead her up to the altar. So it seems that most of our Brotherhood boys have determined to lay aside their bachelor garments and don those of "benedicts." Not only this, most of the boys have exchanged the scoop for the throttle, and all are meeting with remarkable success, so they have every reason to be duly thankful.

Eveline.

WATERTOWN, DAK., Oct. 25, 1887.

To Woman's Department:

To-day, up here in my northern home, I was looking over the *Magazine*, reading thoughts of different sisters. And having never seen anything from Emmett Lodge, 288, the thought came to me to add my little mite with some of the larger ones—and if it did not ever find its way into the *Magazine*, it would help make the editor's fire some cold morning. I have been a railroad man's wife over fifteen years, so my sympathies are with the railroad men in all their different train work. When I hear some say, "They are only railroad men," it always stirs up a bad corner and I feel like saying, "I have found some of the grandest men and women I have ever met in the world who were connected with railroad work!" Who goes out at all times of night or day, cold or stormy, and cares for the safety of thousands of human souls? Is it not these brave, true men? In my mind one is as good as the other, no matter if he cares for the brake, takes tickets, handles the scoop or holds the throttle. I don't say I shan't smile all over my face when I see my fireman sitting on the other side of the cab and some good looking fellow pulling the bell-cord. Yet the most we should care for is that they are good, true brothers of our Great Master, so when the message comes to us, "The bridge has gone down," we shall trust their feet were firm on the bridge founded on the Rock of Ages, and as we are left to fight the storms alone with our little ones, and the years pass by, it will comfort us to think they are with those who have gone up out of great tribulation and washed in the blood of the Lamb.

My letter is longer than it should be, I am afraid, but my heart goes out for all the sad, weary hearts, that will never see their engines come home bringing the dear faces they carried away. God bless the railroad man's wife, is the prayer and wish of a sister,

Brownie.

NEW YORK, November 1, 1887.

To Woman's Department:

Being a constant reader of the *Firemen's Magazine*, I have not failed to read with interest and satisfaction the many pleasing facts in the Woman's Department. I so much admire the writer of "He's Only a Fireman," in this November *Magazine*, that I cannot help saying "well done,"

and bid her try again. Take the world through, where do you find a more brave, true, kind hearted, fearless, class of men than the locomotive engineers and fireman? Their duty is never neglected. No matter what hour of the day or night it calls them they are always ready without a murmur. Whom will you find in the hour of trouble more willing to lend a helping hand than the engineer or fireman? How proud we feel when we watch their train spinning along at almost lightning speed and think of the dear hands that are guiding it, of the responsible position they hold, of the lives entrusted to their care. Go into the cars and you will see how implicitly the passengers trust to their engineer and fireman to take them safely to their journey's end. Who is there among them could exchange places with either of them? Do not think that we wives, mothers, and sisters, fail to realize the perilous, "as well as responsible," position our loved ones hold. From the time they leave us, until their return, our hearts are raised to God in prayer for their safety. How thankful we feel when we hear the first sound of their approaching train and whisper in our hearts, "safe once more." How we teach our little ones to listen for papa's cars, and clap their little hands with delight when they see his smiling face, and although his hands, face and clothes, be ever so black, his kiss and loving embrace are just as gladly received. We think only of the noble heart under the grimy outside. With a prayer that God will bless and care for one and all of them, I remain yours truly,

An Engineer's Wife.

P.S.—I cannot tell you how much I admire Mrs. Nellie Bloom's poems, they are beautiful.

FORT WILLIAM WEST, ONT., Nov. 11, 1887.

To Woman's Department:

Being a reader of the Firemen's Magazine I have been anxiously looking forward for a few lines from Superior Lodge. As I failed to see them I ask permission to say a few words. I am sorry to see the young brotherhood men so distant that they cannot even say a few words for their Lodge. Yet I suppose we must excuse them as most of the railroad men are the same. As I have no one related to me who is a fireman I trust I may be excused for not knowing what to say. The Lodge is in good condition and I am sure you would travel along the C. P. R. from ocean to ocean before you would find so many reliable, sober, industrious and sociable young men, and I hope they may remain so.

The (Superior) boys of Lodge 225 are coming to the front and taking the right hand side. J. Adams, J. Demby, W. Blannerhassett and W. Adams are among the late promotions of 225.

This is my first attempt I conclude wishing brotherhood every success. If this short episode does not find a grave in the editor's waste you will probably hear again from one who is herself not only an engineer's daughter but an engineer's only daughter,

Crickel.

INDIANAPOLIS, IND., November 19, 1887.

To Woman's Department:

This poem (if such it may be called) was written after much suffering, both mental and physical, and in my case, spiritual. And when it had all passed away and faith led me to blindly trust Him who doeth all things well, upon the impulse of the moment I began writing this poor effusion from a tried and contrite heart. It is very inferior, but with this I shall send a copy and if you think it worthy of publication you may publish it if you care to do so. I have been a reader of the Magazine for almost a year and I am pleased with the improvement of Woman's Department. Yet I think we have still much room for further improvements, in our part of this work of making the Magazine stand at the head of this useful class of literature. If we could but get our correspondents interested in such discussions as you have so ably opened "The Training of Children," then I should think we had got fairly launched in the right channel, both for the improvement of our Magazine, ourselves and those about us. For myself, from youth and inexperience and fear of seeing anything I might say in print, I have been constrained to remain silent lest I might take valuable space which others could fill much better and with less misgiving. But if there be room and few responses to your request of opinions upon "the girl of the period and her brother," I feel almost sure I shall have a response.

Very truly yours,

Beth Brierwood.

For Woman's Department:

TRIAL.

Listen, my sad heart, and heed me,
What though to-day be bright and fair!
To-morrow clouds will enfold thee
And thy life be shadowed with care.

Lose not thy faith, I beseech thee,
Or doubts will encompass thy soul;
Thy bark but sails a troubled sea,
Be firm, thou yet shall reach thy goal.

Distrust not the Hand that made thee,—
Its cunning thou cannot discern.
Dost know what it's purposes be?
Then humbly live thy life and learn.

Hope yearns to scan the veiled page;
Faith must for aye be wholly blind,
Still led by love who holds the gauge
Of infinite wisdom—just, kind.

Then trust thou on and question not.
O, sink not thy soul in despair!
Bear bravely what befalls thy lot;
Dost know that God is ever there?

Beth Brierwood.

COLORADO SPRINGS, COLO., October 27, 1887.

To Woman's Department:

Having long been a reader of your valuable Magazine I have often been benefited by the useful information I have found within its pages. I wish to thank "Puggie," and "More Lunch Mary," for their excellent suggestions on "husband's lunch." Wishing the Magazine all the success it deserves, I will close.

A Fireman's Wife.

NEW YORK CITY, November 1, 1886.

To Woman's Department:

I cannot give the information to housekeepers that I feel this space ought to occupy, not having had sufficient experience in the art, but I do think the ladies ought to write occasionally to encourage the boys in this grand Order, in their onward and upward aim. Your *Magazine* is a desirable and an instructive companion.

The pages of thy books I read,
And as I closed each one
My heart responding ever said,
"Brotherhood boys, well done!"

Just in Time Lodge, No. 140, is in excellent condition. Mr. George Ford has gone over to the right hand side of life by marrying Miss Sarah McCue. Both have the best wishes of a host of friends, including the Lodge. A. B. C. (of October issue) don't you think you will be just as proud of your hubby, when he goes from the left to the right hand side of the cab and has less work of the hands and more of the brain? I know you, don't think that promotion in position degrades the man. Although I am an engineer's wife, I am a fireman's sister and consequently feel no partiality. "Broad Gauge," let us hear from you again. I admire the manly way you defended Mr. Sargent, your Grand Master.

Eve.

PORTSMOUTH, O., Nov. 5, 1887.

To Woman's Department.

Being an interested reader of the *Magazine* for several months I thought I would like to contribute a few lines to its columns, if permitted. I think that the Brotherhood is a grand and noble Order; the letters from the ladies are very interesting, especially "A. B. C.'s" in October number. I have great sympathy for the firemen; they, poor tired souls, are the last of the whole crew to get rest or home to the loved ones anxiously waiting and watching for their coming. No more than home till he has to go brighten up the engine or the Master Mechanic will say he is not fit to be promoted, he doesn't keep his engine clean; not casting one thought on how hard he has toiled from early dawn till late at night. Take for instance, the local freights; as a general thing out from early in the morning until late at night, sometimes 11 or 12 o'clock and sometimes later, at hard labor, still they are expected to keep their engine shining and free from dirt. I ask the question, where or when do they have time to clean their engines every trip? for some rest they *must* have, but precious little they get, especially the freight firemen. My hubby is a fireman and a member of Franklin Lodge, No. 9, B. of L. F.

This being my first, if it does not reach the waste basket will write again, giving some of my experience in preparing the lunch basket.

With good wishes to all,

Minnie.

"I'm 'fraid of the dark!" said baby, snuggling up to mamma one night. "Why?" asked mamma. "'Cause it comes so close to me."

GARRETT, IND., Dec. 20, 1887.

To Woman's Department:

It has been so long since I wrote to the *Magazine* that you have all forgotten me but I am still here and doing all in my power for the noble Order. We have started here a Ladies B. of L. F. Society and are much pleased with it. I would advise all the wives, mothers, daughters and sisters of the Brotherhood Firemen that have not a Lodge, to organize one and double the efforts in this good cause. May God bless you, one and all, is my prayer.

Mrs. T. Cunningham.

HARRISBURG, PA., Oct. 28, 1887.

To Woman's Department:

We have received the *Magazine* for some time, but I have not seen anything about No. 174. Their Lodge is in good condition. They have moved into their new room and the boys are proud of it, as well they may be. They are a lot of noble, honest, unselfish men, ever ready to help one another in time of trouble. Hoping this may lead some others of the wives and sisters to write, I am, a fireman's wife.

Mollie.

CO-OPERATIVE housekeeping, which has failed so often in more ambitious hands, is found to be working successfully, in a quiet way, in a New York tenement house. It started with a little woman who had tended a glove counter until she became the wife of a horse-car conductor. Like most poor people, she bought groceries by the pound or half pound, and coal by the scuttle. She saw that buying this way meant paying high prices, and she persuaded the inmates of the tenement house to club together and buy their stores in larger quantities. They find that this saves about one-third of the cost. Six of the women have now clubbed together and hired a woman to wash and iron for them, while they take in tailoring or do other work; and they have some thoughts of trying a co-operative kitchen. Who knows but these women may become the Rochdale Pioneers of co-operative housekeeping?

MRS. LOGAN gives a very striking instance of the discrimination made in the pay of government clerks on account of sex. She says: "No lady is allowed the same salary in the higher grade of clerkships, no matter how well she fills the higher salaried desks, and many of them are to-day in those positions, but do not receive the pay. As an illustration, it has happened that in cases of illness or disability of men clerks, their wives performed the duties of the husbands, drawing in their names the salary as if they had performed the work. In one case the wife kept up her husband's desk for three years, during his illness, receiving the \$1,800 per annum, and thereby supporting the family; but from the day of his death, though she continued the same work, her salary was \$900!"

DR. LUCY M. HALL, in *Popular Science Monthly*, says: "Seeing, daily as I do, young women in college in far better health than young women in society, or living in pampered idleness at home; seeing them healthier as seniors than they were as freshmen, knowing that my record tells me that they average a smaller number of excuses because of illness than do those of the men's colleges with which I am able to compare data, and knowing from statistical evidence that women college graduates enjoy a sum total of twenty per cent better health than the average woman, how can I conclude otherwise than that college work per se, is not injurious to health, nor incompatible with the best good of the sex and the race?"

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

PITTSBURG, PA., October 18, 1887.

Editor Locomotive Firemen's Magazine:

It is impossible for us all to be philosophers or orators, at least I am neither one nor the other, being employed on the Pitts. Div. B. & O. R. R. in hustling black diamonds; still I will say a few words, however simple they may appear, in behalf of our Order and of Iron City Lodge, No. 318, and this I am prompted to do, because in reading the *Magazine* I fail to find for many months past any reference to it. As a new member of the Lodge, having joined in August, perhaps I should have more patience and should wait for the older members to speak, but as our boys appear to be somewhat bashful, I have concluded to come to the rescue, and say that No. 318, is rich in material and well calculated to promote its own welfare as also that of the Brotherhood in general. I am not a man to represent things in a brighter light than they are, but to make the truth stand as it is—and I will state here although it be to my sorrow, that Iron City Lodge, No. 318, before August last could have joined hands with some of her sister lodges in making complaints through the columns of the *Magazine* for non-attendance at meetings. The very night I was to be initiated, I found the hall doors closed, and also at the next meeting night after I was initiated, I was disappointed again, and had to go home, and I will say here that I remained off of duty for the purpose of attending the meeting. The following meeting night I struck better luck, and found a meeting in session, when I told the boys the circumstances and gave them a little lecture, which I am glad to say took effect, as since that very night, they have not missed a single meeting and I hope that it will so continue, and am sure it will, as we have a good set of boys qualified to be a movement to our great Brotherhood.

Our Constitution compels no one to attend the meetings of the Lodge, true enough, and it don't say so. It is unnecessary for the Constitution to lay down Laws of any Order to do so. As soon as you join an Order, you are under obligations to attend the meetings. There is nothing that should prevent your attendance except attend-

ing to your own work, sickness or death. Amusements of every kind should be set aside until some other time, when you have no chance to hear the lectures in your Lodge. To omit such lectures is to neglect the advice that you need and you lose more in one night than you will ever be able to regain. Do not think that you know it all, because we are never too old to learn, and last, but not least, do not think, because you wear the Brotherhood pin and pay your monthly dues and assessments that you are a good member; because you are not, for you leave over one-half of your work undone, which is to put your shoulder to the wheel and help to promote the welfare of the Order in every possible way. Go to your meeting whenever you can, get up and say something for the good of the Order, it is all needed; it don't matter how little it is, if it comes from the bottom of your hearts and is honest. The more simple the language the better, for a good word always finds a place.

My brothers, I do not wish to tire you in going over these lines but I am talking from experience. I beg of you all, and I mean it from the bottom of my heart, to stick to your Constitution, attend your meetings, obey your superior officers in everything that is honorable and you will find that with pride and joy you carry the motto "Protection, charity, sobriety and industry," and that you belong to a Brotherhood which even the most narrow-minded employer, men like Col. Fred Martin must regard and respect, even if they do not possess manhood enough to say so.

F. J. T.

NEWARK, O., November 10, 1887.

Editor Magazine:

As nothing has ever appeared in our *Magazine* from Taylor Lodge, No. 175, I have thought it prudent to send a few lines, and in this I am influenced simply by a desire to let the Brotherhood know that the members of 175 are awake, on the alert and progressive. We have got into our new quarters, and have as fine a hall now as any in the land. They boys are all kept so busy that we cannot get a very large attendance at our meetings, but everything pertaining to our Order is prospering. Quite a number of our boys have been promoted lately, and are getting along finely. Bro. Al Harden is working now for the Pan Handle, but still runs through here. He smiles when the boys call him "Pa." They say it is a boy. We had an open meeting on the 5th of this month, and quite a number from Garfield Lodge were present. Elder Ones, of Garrett, Ind., came with them and gave quite an encouraging address, for which he has our lasting gratitude. We think that Bro. Cunningham was rather rough on Bro. Moughler. Burdocks are rough weapons, but Bro. Moughler is brave, he won't dodge a burdock. Our meeting was held under unfavorable circumstances, but we had a nice time, and hope that it will be better next time. We see by the *Magazine* that our Grand Officers are visiting other Lodges. Cannot they give Taylor Lodge a call? More anon.

Old Hick.

OMAHA, NEB., November 20, 1887.

Editor Locomotive Firemen's Magazine :

On November 17, 1887, the fourth annual ball of Overland Lodge, No. 123, was held in the Exposition Hall and the ball was pronounced a thorough success by all who were in attendance. The officers of the Union Pacific R. R. did all they possibly could to help us, for which the Brotherhood extends many thanks. The hall was nicely arranged and beautifully decorated. The front end of an engine was approaching from the west of the room with two green lights and flags, also two white lights and flags; the engine was beautifully painted and decorated with red, white and blue and our Lodge No., 123, on the number plate. The headlight was burning and she looked as natural as though she had been pulling No. 1. During the evening there was a beautiful badge presented to the member selling the most tickets. Our worthy brother Wm. Anderson captured the prize by selling ninety-five tickets. Supper was served in the gallery and all the good things of the season were among the edibles. The floor managers, brothers Bay, Carpenter, Fritz Morris, Best, Umpherson, Sheehey, Clark and Dolan as well as the other members of the Order were untiring in their efforts to make the hours pass pleasantly for all who participated in the festivities. The youth and beauty of our city and surrounding country were never before so well represented as on this occasion and all seemed intent to make the frosty night as bright as any summer noon. The elaborate arrangements which had been made by the Brotherhood were carried out in every detail, and although the hall was crowded to its utmost capacity nothing occurred to mar the pleasure of those present. It is well to say the work of preparation was begun in due time and the management was entrusted to an executive committee of five, whose names should be inscribed in letters of gold on the records of this Lodge in recognition of the faithful and efficient manner in which they executed the trust committed to their care. This committee consisted of Bros. Burt Henney, Sam Anderson, E. S. Emmonds, Neal O'Connor and Wm. H. Suffer. The prompter was Wm. Matthews, and his clarion voice rang out with undiminished strength and penetration. He is without exception the best caller that has ever presided at a ball in Omaha, and the firemen are under many obligations and feel deeply grateful to him for the interest he took and the manner in which he contributed towards making the ball the success it was. The dance continued until 3:30 A. M., when the ball was brought to a happy close with the familiar dance "Home, Sweet Home," and a few opportune remarks from our worthy Master of Ceremonies, Albert Cole, who begged leave in behalf of the Order to return thanks to the numerous guests for their attendance and interest, also to the orchestra for their excellent music and to all who had aided in making the fourth annual ball of Overland Lodge No. 123 the grand success that every one acknowledged it was. The affair was a complete success in every respect.

Every feature was carefully and pleasantly carried out. About five hundred tickets had been sold and in spite of the heavy expense, the society is a considerable sum ahead. In accordance with the second of the fitting quartette of words that form the motto of the Brotherhood "Charity," the proceeds of the ball will be donated to the relief of sick and distressed members.

F. W. Perkins, Secretary.

BALTIMORE, MD., Nov. 10, 1887.

Mr. Editor :

Some members of Oriole Lodge, No. 211, more able than I should do the writing for the Lodge, but waiting, I find that nothing appears, so I will endeavor to tell you something about our Lodge; we have forty-three members and good ones they are. Two of our brothers have left our city and settled down in Wisconsin; they are Bros. Wilson and Gude. I received letters from them and they are doing well. Bro. Wilson is running a work train and Bro. Gude is firing a passenger engine. I am pleased to say our Master, S. S. Small is done hauling caboose 701 and firing hogs, as the boys term them, for indeed they are very large engines. Bro. Small is keeping a provision store and we hope he will be prosperous as he has a host of friends wherever he is known. I have authority to say that Bro. Hiller, our Magazine agent, is to take to himself a wife before Christmas; the cigars are ready, look out for him, boys. Bro. F. B. Hall is to follow Bro. Hiller's footsteps closely. We are waiting, Frank. Hoping this will not find the waste basket, as it is my first attempt.

—G.

For the Magazine.

CASUS BELLI.

DEDICATED TO H. A. MILLER, ENGINEER.

How much we've missed you, "Hank," my boy,
And now we welcome you with glee,
For ever since you've been away
Our minds from care were never free.

We thought, perchance, misfortune might
Befall you on your western tour;
By venturing away so far from home,
You've marred our peace from hour to hour.

Of course we've heard with joyous hearts,
The glorious fame you've justly won,
Like Cleero of ancient Rome
They marveled at your wondrous tongue.

With eloquence and words sublime,
Which now and then were rent with cheers,
You expounded all the truths divine
To all those gallant engineers.

How many painful hours we're doomed
To listen to your western lore,
And tales of unsurpassing sights;
We'll doubt them as we have before.

But to beguile a leisure hour,
We'll listen with an interest keen,
To all the sights that came to view,
And all the cities you have seen.

To one advice pray do give heed,
Before you enter your field of strife,
Your stories, please, don't magnify,
Don't do it, for your life.

D. & H. Post

PLATTSBURGH, N. Y., October 10, 1887.

Editor Locomotive Firemen's Magazine:

For some time I have been a reader of your valuable *Magazine*; in fact, I was one of the first to subscribe for it after the Lodge at Whitehall was started, and I have every number on hand up to date. I have found very much to interest, amuse and instruct. Of late I have been deeply interested in the Mechanical Department, and in the controversy carried on by the different writers, and in it, I think, the firemen, and engineers as well, can pick up a good many "pointers" that might be of valuable service to them sometime, although I heard some fireman say not long ago while talking on the subject, "There was no good authority for anything written in it." But, allowing an outsider to judge, I should think such gentlemen as E. J. Rauch and W. E. Lockwood might be taken for as good authority as a man who once ran an engine on the D. & H., and wrote a book for the use of enginemen. The first question he asked was, "What is steam?" And, again, "What will you do if a hand-hole plate blows out with one hundred pounds pressure on the boiler?" The answer was, "It can't blow out." He put C. E. after his name. I notice in the October number an article by "Slick Eye See," in which he questions the use of studying so hard in what little spare time he may have, in order to fit himself for the position of engineer. I think he tells more truth than he thinks, and while I would not think of discouraging any young man from learning all he can that will be of benefit to him in his business, I would like to tell what I know about a case that happened within less than one hundred miles of here, and then let every one draw his own conclusions. The facts are these: In the spring of 1879, a young man, then living in Vermont, obtained a situation as a wiper in the railroad shop at Whitehall at the pay of \$30.00 per month. After working about one year, he got a place as a fireman on the road. After firing over six years successfully, for \$45.00 per month, and in that time gaining the friendship and esteem of every engineer for whom he fired, also a reputation for being honest, sober and industrious, he was most agreeably surprised one May morning by being promoted. He ran a switch engine for a short time, from that to a first class freight and passenger, also special passenger trains on several occasions; was complimented by old engineers on the good success he always had. He drew more cars and made as good time as any other engineer on the division, as shown by the daily reports, and in the year which he run did not have a break-down. At the time he was set up, he was deeply in debt, on account of sickness in his family. Spurred on by a desire to be even with the world and be free of debt, he grasped such opportunity to get in extra work, and run night and day when occasion required it, cheerfully and without complaint. But, one day last spring, while on a construction train, he had the misfortune to be caught out on the main line about a mile from a station by a wild train, and though he used all possible means to get out

of the way, his engine was struck, wrecking the tender, and also doing some damage to the other engine. After a slight investigation, his conductor was put back to work all right, but the engineer's head was cut off—discharged in disgrace, and I believe he was not allowed to tell his side of the story to the Superintendent of Motive Power. After his splendid record for a young engineer, he was kicked out without a show for himself. Since then, he has tried to obtain a position on other roads, but can get no recommendation from either foreman or master mechanic, and finds it impossible to get a situation as engineer. After working and studying for eight years, it is all gone, and he is now obliged to accept a job at wiping engines, once more at the bottom, for \$30.00 per month, in order to support his family. Now, I would ask, of what use is all that he may have learned and read, if he can't get a chance to put it to practical use for the benefit of himself and family? When a company will take men who have been discharged for being drunk, or for burning an engine, and overlook their faults and reinstate them, and overlook mistakes of others of a serious nature when they happen near the headquarters, while treating others with great harshness, what encouragement has a young man to try to be anything more than a common "starter and stopper?" This is no fancy sketch of mine, but real facts, picked up by the close observation of

A. K. B.

BINGHAMPTON, N. Y., November 4, 1887.

Mr. Editor:

I have been looking the *Magazine* over every month expecting to see something in regard to Magnet Lodge, No. 227. Her condition, financially speaking, is good, but the average attendance is not; one reason for non-attendance is that our Lodge is very small and another is that she is composed of members employed on four different roads who can not all get to Lodge at once. Still another reason that there is not a better attendance is, that the members (or a part of them at least) do not take interest enough in the Order; the members put too much dependence on the officers of the Lodge. They don't know whether they are in good standing or not, unless some of the officers hunt them up and tell them of their standing. I frequently hear the remark, "I am not posted." Well, they ought to know they can't get posted by staying away from the meetings. I think every member ought to make it an object to attend meetings as often as he possibly can and find out for himself what is going on in the Lodge room, rather than stay away and kick about what the members are doing who do attend the meetings. I will close by saying that Bro. Wm. A. Wrigley has been promoted to the right hand side, which position he is worthy of. Bro. Wrigley is our efficient Collector, and a Brotherhood man in every sense of the word and we wish him good luck. As this is my first letter to the *Magazine*, I hope you will not fire it into the waste basket.

J. W. Spence.

DE SOTO, MO., November 25, 1887.

Editor Locomotive Firemen's Magazine:

While looking over back numbers of the *Magazine* and noting the wonderful growth of the Brotherhood in thirteen years, and the amount of money paid out to our unfortunate brothers, and the widows and orphans of deceased members of our Order, I am inclined to believe the hand of Providence is guiding our steps. Believing, as I do, that the great God of the Universe is caring for and watching over our cause, I wish to admonish our brothers to observe closely the teachings of our Order and to try and live up to their obligation, ever keeping in view our motto, "Protection, Charity, Sobriety and Industry." We must protect ourselves, our friends and relatives, be charitable to our fellow men, and by all that is honorable and good, let us be sober men and keep a sober brain with which to perform our perilous duties. By closely observing those first words of our motto, and being industrious, we will undoubtedly be able to keep our Brotherhood engine moving forward on its mission of charity and peace.

Intemperance is the first and greatest evil with which we have to contend, and the one we should first fortify ourselves against, if we expect to make this life a success. The first enemy that assails a young man is the dram shop, and, according to the history of the past, the hardest to overcome. How many men do we hear say, "I can take a drink and go about my work without falling under its influence." This, I admit, may be the case with a few, but where there is one that can do so, there are nine who cannot, and will take a second drink, and continue to take their second, until they find themselves wrecks. If it takes five drinks to make a man drunk, then he is one-fifth drunk when he takes one drink, and the habit scarcely ever grows less with anyone. The man who can take his drink or let it alone, in his young days, hardly ever lets it alone during middle-life, and never reaches good old age. When strong minded men start for their drink, they should remember they may be the cause of some weaker brother breaking his pledge and bringing want and misery to his wife and children, and in the end, filling a criminal's grave.

I have noticed a great many of our members visiting saloons and pool rooms, which I consider is in open violation of our obligation and contrary to our motto. Then there is another habit which Lodges are indulging in, and it is that of going in a body, after a meeting, to take a drink or cigar on account of some newly admitted member. This habit is worse than the violation of our laws; it not only has a bearing on the minds of new members, but proves to the world that we are liars and do not practice what we preach. In conclusion, I must say, if we expect our efforts to be crowned with success, we must rise early and fight with vigor the destroyer of our happy homes and little ones. Relying on Him who has brought us safe this far, and hoping that our members may guard against this evil, I will close.

One of the Boys.

STRATFORD, ONT., November 24, 1887.

Editor of the Firemen's Magazine:

It is with pleasure that I pen you the following little incidents of nature and romance from this region. The weather is very favorable to some of our brothers at the present time; I cannot predict what change may occur in the future, but Bro. D. Murray and Bro. James Laing of Avon Lodge are still keeping their eye open for an opportunity to take a trip down about one and three-quarter miles east of Shakespeare for the purpose of — well, I am not at liberty to give my authority for this assertion, but it is safe to say that Bro. Murray and Bro. Laing will win their Frye's or blow the whistle off their engine. For the next feature of scientific workmanship let all the fraternity that require a little information as to placing locks on a bevelled cupboard apply either personally or otherwise to any one of the following brothers: Eugene A. Ball, Geo. Nursey and Bro. Halpin, and if they cannot furnish you with the desired information at once, you will have to wait only three hours and thirty minutes, as that was the time occupied in making the first trial of this new combination lock; it works well now, and speaks well for the ingenuity of these three brothers. Bro. James Barker, of Avon Lodge No. 38, says that Gooderich, Ont., is the most delightful place in North America but I differ with him on that point. But you see he will change his views after his attraction comes back home again. I was informed that Bro. Robert Young, of No. 38, shot a splendid deer in Ellice swamp. The following brothers were not in such close proximity to a deer as Bro. Young, but still Bro. James Harvey, Bro. James Bro. Wm. Bell and Bro. Robert McIntosh, state that the chances are very encouraging for the safe and effective capture of a deer. Keep on pressing, brothers, as success is bound to crown your effort. I will now conclude this short epistle by wishing the fraternity, also the Editor of the *Firemen's Magazine*, a merry Christmas and a happy New Year. 38.

MAUCH CHUNK, PA., November 1, 1887.

Mr. Editor:

As I was looking over my *Magazine*, I noticed an article referring to our medical examination. I will say to the brother from Mt. Vernon, Ill., that that is just what we want and should have had years ago, to reduce our disability claims. Our severe medical examination, no doubt, debars many an applicant from membership, and while we sympathize with all who are physically deficient, we are obliged to protect our Order as much as we possibly can. I hope that our next convention will do away with disability claims, except in cases of loss of a limb or total blindness; in that event the amount of our insurance could be raised probably to \$2,000, without any increase in assessments. As it is, however, we have a first-class system of insurance. Hoping to hear from other brothers on this subject, and with a promise to write again, I am fraternally yours,

L. H. Yetter.

SAVANNAH, GA., NOV. 15, 1887.

Editor Firemen's Magazine:

Don't think for a moment, or let the boys away up in Indiana think that 245 is "side-tracked." Oh, no! She may be a little "delayed" and worrying along with a "heavy load" of difficulties, but she means to "pull through" on time with the rest. No going on "one side" with her. She is "working-down-in-the-corner" with all her might to make the Lodge a prosperous one. And "coupled" to her such "helping engines" of moral worth as our esteemed brothers, Grigor, Hutton and Dooner, success must certainly follow their good example. And our Lodge roll will certainly have new names added from month to month. That the boys enjoy a little fun sometimes is evident from the fact that our master mechanic caught some of them recently in an old unused store-room sounding old brass cylinder-head castings and upon inquiry as to what use they intended putting them, was informed that unless Bro. Harrison came around with the cigars soon they were going to give him a genuine "old-time" serenade. Should he read this, having been recently married, I hope he may take warning. A few of our boys have been recently promoted and the well wishes of everyone attend them. Reading in the last issue of the *Magazine* of the executive officers in other lodges, their energy, etc., we possess one of the most energetic workers from "a-way-back," our worthy secretary, Bro. Hutton. Adam has got "vim and push," and Adam don't care "A-dam" what the others may say. "Business is business" with him and he makes them thoroughly understand it as such. Quite a commotion was caused yesterday morning when No. 145 came in on the table. Some of the boys said: What, a "coon" fireman! Others say, No, impossible! So to restore tranquility amongst us someone walked over to the newcomer and on a close inspection found that it was "Our Uncle Dudley," Bro. Ward. Black as the "Duke of Condam's" riding boots, but a boy with a "white heart," and as royal a "brother," as there is to be found anywhere. Ere long I hope to be able to write you that we are a "Big Party," but at present I can only say that we are working hard to make 245 a complete success. And right here let me say that Gil. Tarver of the E. of L. E., is one of our warmest friends. Long life and prosperity to him. Hoping my "maiden attempt" may not be frowned upon, and promising to have "good news" to write you soon, I am,

Fraternally yours,

Fraternally yours,

Cracker Jack.

Goergia Lodge, No. 245.

TRENTON, N. J., Nov. 18, 1887.

MR. JENNER :

The members of Trenton Lodge, No. 253, were in high glory last night, it being our Third Social and drawing lots for a handsome water pteher at **Knole Hall**. The hall was thronged with as large an assembly as ever gathered under any one. All the Railroad men, with their wives and

sweethearts attended, and tripped the light fantastic toe to Prof. Winkler's inspiring music. Two hundred couples joined in the grand march which was led by Bro. Thos. Decator and wife, assisted by Bro. M. J. Miskell, with a Philadelphia lady. Mrs. Decator was presented with a handsome basket of cut flowers, of which the lady is very proud. The line of march carried out to form the initials of the organization, "B. L. F." was successfully executed. After the the march came quadrilles, waltzes and Virginia reels to the number of twenty, and were enjoyed by young and old alike. The floor committee consisted of Bro. Chas. Simmons, Jos. F. Decator, Danl. Barry and John Todd. The refreshment committee consisted of Bros. Sidney McConnell, W. C. Massey, S. W. Slater, P. W. Skillman, Wm. Claxton, N. L. Applegate, C. W. Scott, T. C. Bellergean and F. A. Levis. Bros. Houseman, Golding, Holden and MacNally were the door committee. Bro. John Hatfield was chairman of the general committee, with F. V. Parsons, secretary, and Robert Stackhouse, treasurer. The general committee express their sincere thanks to Yord Master Jas. Gordon and Round House Foreman G. W. Ellis for holding trains so as to allow the railroad men to attend the sociable.

The water pitcher was drawn by Mr. Harry H. Mutchler, of Trenton, 613 being the lucky number.

Trenton Lodge, No. 38, B. of R. B., presented Trenton Lodge, No. 253, B. of L. F. with a handsomely framed set of resolutions, representing the front of a locomotive with resolutions written in German text, handsomely executed. This is an acknowledgement of the Bible presented to No. 38 at the time of their organization.

Hoping to have the pleasure of seeing this article in the *Magazine*, I remain

Yours fraternally,

F. A. Levis.

LAFAYETTE, IND., November 7, 1887.

Mr. Editor :

Being a constant reader of our *Magazine*, and not seeing anything from Tippecanoe Lodge, No. 36, I thought I would write a few lines to let our brothers know we still exist. No. 36 is still taking in new members nearly every Sunday. The brothers of the L. E. & W. feel very proud of their victory in having gained their point in regard to wages. We have a very good schedule to work under and we can feel proud to think the Brotherhood of Locomotive Firemen did the work and deserve the praise for it. Quite a number of our brothers have been asked to take the right hand side in the past few months, among them were brothers Abe Stofer, William Wepley and Charles Gore. They are all doing well and satisfactorily fill the places allotted to them. There is not as much interest taken among our brothers in 36 as I could wish. I would very much like to see some of our grand officers visit us and stir them up a little. We are to give a grand ball on December 26, at the People's rink : we invite all brothers to come and bring their wives and sweethearts. Wishing you all prosperity I will close. *A Fireman.*

HOCHELAGA, QUEBEC, November 18, 1887.

Dear Editor:

No. 335 has been progressing so well lately that it is worthy of note. The hall at 111 Moreau street, is furnished an carpeted in splendid style and shows good taste on the part of the members. Taking into consideration the fact that many of the members are young in the Order, the business of the Lodge is conducted in a very creditable manner. An occasional visit from the brothers of Lodges near by would be appreciated. The members of 172, on the Montreal and Ottawa Division, frequently have a lay-over at this place on meeting day, and still some of them don't seem to take enough interest in the Order to attend meetings. Let us hope that the members of 172 and 15 will take the hint and attend meetings occasionally. Prominent among the hard working members who are always on time meeting days are Bro. Pring and Bro. Brozeau, the Collector. Judging from his pugilistic appearance, the sight of him makes the boys "pan out." Bro. B. has done good services for his Lodge. Then there is Bro. Dionne, the Secretary. Some of the boys were insinuating that Pete was Irish, but the knowing ones say it was Bro. John Fall, that was meant. Then we have generous, whole-souled Napoleon Herbert, who is a thorough Brotherhood man and always ready to assist a needy brother in his own quiet way. The same is applicable to Bros. Tom Martin and Langstreth, who are noted for their courtesy and gentlemanly ways.

Now a word for the engineers. Ex-Bro. Gregg is pulling freight on the Smith Falls' Short Line, and still retains a warm interest in the Brotherhood. Bob is always ready to help a Brotherhood man. Tommy Chadwick, with the same old 8x10 smile on, gets the box cars over the short line with the 69. Engineer Scofield pulls passenger. Any one asking him for favors may figure on some hard talk, but the favors are granted all the same. His apparent bad temper vanishes like a cloud of smoke. Hope some of the older members of 335 will take a hold next time. I am fraternally,

Sunny South.

SOUTH KAUKAUNA, WIS., November 24, 1887.

Mr. Editor:

John Hickey Lodge, No. 266, gave its first annual reception and ball at the Rink last evening and scored a grand success. The attendance was large, as nearly two hundred and twenty-five couples were on the floor, there being some visiting members present from other Lodges. The hall was handsomely decorated with flags and evergreens; above the dancers' heads streamers of bunting and Lake Shore & Western signals and Chinese lanterns of red, white, blue and green were artistically arranged. The charters, paintings, engravings, and photographs of John Hickey Lodge, No. 266, hung about the walls and helped to make the picture of beauty complete. Supper was served at the Prospect Hotel at 11:30 o'clock and a substantial menu was thoroughly

discussed. Music for the dance was furnished by the Arion orchestra, of Oskosh, Wis., consisting of nine pieces and the delightful strains of music kept the dancers from thinking the long but well selected program tiresome. There were no intoxicating liquors used, and the occasion was enjoyed by everyone present. Much credit is due the committees which had the matter in charge and was composed of the following gentlemen: J. E. Maguire, C. M. Curtis, L. Kittell, T. S. Kelley and J. Mulholand. The reception committee consisted of the following: J. E. Maguire, T. Daley, F. Danoran and Chas Hoffman. The floor committee was as follows: G. P. O'Connell, Geo. T. Wells, J. Syphers, F. Welsner, M. Purdy, J. Conway, J. J. Watson, P. H. Ryan and J. A. Barkley. Such dances as this are given but once a year and then the firemen are at the back of it. W. P. B.

STRATFORD, ONT., November 13, 1887.

Mr. Editor:

It is with gladness we chronicle quite a notable wedding. The bride was formerly a Miss Anderson, of Ashburn, Ont., the groom was our brother, William Brown, better known as "Pap," our old friend and playmate of Avon Lodge, No. 38. Brother and Mrs. Brown have a favorable commencement into wedded life, and the wish of 38's members, as well as the surrounding community is that both bride and bridegroom may be long spared to enjoy earth's choicest blessings. Bro. Brown was on the alert, we believe, the other night when some youths started rapping on the door about midnight. To their surprise "Pap" appeared on the scene armed with a breach-loader and a Colt's. He says he will make it hot for "Knights of the Jimmy, by Judas." Bro. John Tutty was all smiles the other morning over the new arrival at his home. The boys of No. 38 are pleased to note John's happiness. By publishing the foregoing, you will greatly oblige 38.

DODGE CITY, KANSAS, October 11, 1887.

Editor Firemen's Magazine:

A few words from 347 may not be uninteresting to the readers of the Magazine. No. 347 has sixteen members, all in good standing. Bros. Thompson and Pinkerton gave the single men the grand shake, Oct. 10, when they were quietly married. At present we are waiting for the cigars from Brothers Connolly and Adams. A union meeting was held here the 9th with about forty members on the register. Bros. Cassell, of No. 147, and McCauley, of 173, bought a fine horse and buggy but did not stay here long enough to have a ride. Bro. Cullen, of 257, put Bros. O'Brien and Sweeney to sleep telling his experience on the Y. C. & L. road in Ireland firing a turf burner. Bro. Marsh, of 205 handles the gavel to perfection. The wife of Bro. Greenway presented him with a son recently—father and son are doing well. Our worthy Master has also got a smile on his face—same kind—a boy. Wishing prosperity to the Order, I remain, John O'Brien.

GALVESTON, TEXAS, November 27, 1887.
Editor Firemen's Magazine:

As I have not seen a scratch in the *Magazine* from 115 for over a year, I will endeavor to let the members of our Order know that we still live down here in the Sunny South. Our Worthy Master, H. L. Briggs, says the boys seem to have a grudge against him by trying to make him hold office for life. Our Secretary, W. A. Kestler, is one of those whole-souled men that always has a smile and good word when he meets a brother, and if you cannot give him a good excuse for not attending meeting "the other night," he will give you Hail Columbia. Our Collector, G. E. Labitt, and his noble assistant, Thos. Kelley, have great times getting the dollars together by the 25th of the month, for if they don't have them ready on the 26th, our Receiver, John Tarpey, will be around reading the "riot act" to them. Cupid gets the upper hand of our boys once in a while as was the case with Chas. O'Neal, on the 2d of November. His bride was Miss Bridget Garrigan; St. Patrick's church was crowded to its capacity on the occasion. The groomsmen were Messrs. Jas. Hart and John J. Powell, and the bridesmaids were Misses Fanny Penny and Julia Kelley. After the ceremony, all repaired to the residence of the bride's parents, where eating, drinking and dancing were the order of the evening, after which they took the train for their future home in Houston. All the boys join in wishing them much happiness. The next brother on the matrimonial list is John Howe; the boys have got their eye on you, John, if you are fifty miles away.

B. Buffalo.

FORT WAYNE, IND., December 6, 1887.

Mr. Editor:

Being a member of A. G. Porter Lodge, No. 141, and seeing nothing in the *Magazine* from this locality, I concluded to break the silence by saying a few words in behalf of our boys. I am glad to say that a number of our members have been promoted to the right hand side and are meeting with excellent success. It has been noised around that Bros. Kelley and McCarty are about to bid farewell to single blessedness and take unto themselves life partners. Should they carry out their matrimonial intentions they will certainly have the best wishes of the members of this Lodge. We have a clever set of boys here and all of them take a lively interest in the Brotherhood.

Yours truly,

Side-rod.

FORT WORTH, TEXAS, November 30, 1887.

Editor Locomotive Firemen's Magazine:

I have been on the lookout for a few words from Trinity Lodge No. 83, but I have looked in vain. It must not be thought, however, that the boys of 83 are asleep. Such is not the case. They are wide-awake and on the alert, and our membership is increasing steadily; our meetings are well attended and harmony prevails; when visiting brethren, the right hand of fellowship is always extended. Bro. F. Owesney

of No. 8, and Bro. J. Russ of No. 147, are handling the scoop on the T. & P. There is some talk of getting a special mail pouch in the office to receive his mail in. Wonder why it is that there is always such a smile on his face when he receives one of those letters from the Indian territory? Frank, explain! But it's all right. Give her our regards. Bro. Tucker is once more with us after an absence of thirty days. Bro. Atkins says the 81 is the queen of the Rio Grande, and his right hand mate, the chief. When Bro. Hannahan comes this way again, who is always welcome, as are all the grand officers, we will endeavor to have another Badger on hand. Bro. Jay says he will feed him nothing but raw meat. Bro. Jim Jay has gone to the right side, and is running a switch engine in the west yard. The boys of 83 send well wishes to all of the noble B. of L. F.

Sunny South.

VICKSBURG, MISS., November 3, 1887.

Mr. Editor:

No. 278 is not very often represented in the correspondence column, and as I am desirous of letting you know that we are all doing nicely, will ask for a small space in the *Magazine*. Bros. Davidson and Givings are firing here and doing well. Bro. Delaney of 29, is firing a ten-wheeler, brand new from "Rogers' Locomotive Works." Bros. Wright, Brown, Seay and Murphy, who have been lately promoted, are giving excellent satisfaction, which makes prospects good for the rest of us boys. Scott Jones is night Master Mechanic, and "Kid" Stanton, his assistant. Mr. Brunson, the "caller," is always on hand. The B. of L. F. had a grand ball this day, which was very successful and well attended by the most charming young ladies in our city. Every one present seemed to heartily enjoy themselves and the liberal patronage of the community, we consider a compliment to the B. of L. F. Wishing much for the future welfare of No. 278, I am, fraternally,

A Member.

ELLIS, KANSAS, November 6, 1887.

Mr. Editor:

No. 32 is in good condition but we are all run hard now, so that our meetings are not well attended. Bros. G. M. and W. P. Fritz, Houston, McKenna, Hardesty and Beuhre are running on the road now. Bros. McClure, Gane, Rutledge, McMahon and McGarry are on switch engines. These boys have served a long, faithful apprenticeship and well deserved promotion. Bros. Clark and Ernst such have a fair partner now but attend meetings just the same. We all take great interest in the *Magazine* and are proud of it. The Mechanical Department is very interesting and instructive. Bro. Ira Houston, who was so unfortunate as to lose his hand last June, is now the proprietor of a nice drug store and is doing well; we all join in wishing him success. We have just succeeded, through our "General Grievance Committee," in adjusting our grievances. With best wishes for the welfare of our Order, I will close.

Blotter.

For the Magazine.

MEA MAXIMA CULPA.

O, Thou, the source of life and light,
Safe guide to man while here below,
Conduct me through this vale of night,
Defend me from each secret foe.

But most defend me from my heart
From wicked thought and word or deed,
That I, in Thee, may have a part;
Yea, I, for whom Thy son did bleed.

A life misspent in folly's way
To Thee I humbly do confess,
Though few yet evil are my days,
And that's the cause of my distress.

When conscience called with deaf'nd ear
From Thee I've often turn'd away,
Although its pangs were most severe,
Still, heedless, I would go astray.

In all the round of folly's ways
No place, no comfort could I find,
Remorse embitter'd all my days,
Their pleasures fleeting as the wind.

To Thee, all merciful, all good,
In agony of soul I cry
That Thou would give of heaven's flood
To have my soul before I die.

I know that Thou dost not desire
That sinners die eternal death
Then wake me with Thy heav'nly fire
And sanctify my every breath.

I crave, implore, for Jesus' sake,
That Thou forgive my sinful way,
Once more into thy friendship take,
There to remain for aye and aye.

Almighty power, Thou unknown,
O, hear a helpless sinner cry,
Prostrate I am before Thy throne,
Lord save, oh! save me ere I die.

Edward Splaine.

CLIFTON FORGE, VA., Oct. 24, 1887.

Mr. Editor:

The second annual ball and supper of Jackson Lodge, No. 274, was held in Masonic Hall, on the evenings of October 6 and 7. The attendance was very large and an enjoyable time was had. Among the guests were Chief Clerk, John Wright, and wife; foreman of shops, L. T. Lavin and a number of Brotherhood men and railway employes from Richmond and Hinton.* We regret very much the inability of our M. M., Mr. J. Moffat, to attend, but are very grateful for the assistance he gave us in perfecting arrangements. The music was delightful and the merry dance was kept up until three o'clock each morning. On the second evening we were presented with two magnificent bouquets, by Mr. and Mrs. John W. Wright, for which we return thanks. We also desire to thank Bro. J. W. Myers for efficient work as floor manager, and to the ladies who served refreshments and assisted so ably in entertaining our guests. Some fifty cakes were donated by the ladies of Clifton Forge and Staunton. Misses Agnes Caldon and Nannie Fox were contestants for the prize cake baked by Mrs. J. H. White, and which bore the inscription, "B. L. F." Miss Caldon was the victor who walked off with

the cake, it having brought \$23.50. A handsome silver butter dish was awarded to little Lulu Tombs.

The great success of our ball is largely due to the generous assistance rendered us by the good people, both in a financial way and otherwise. To each and all who helped us in our enterprise, we return our warmest thanks and will try to make ourselves worthy of their esteem and respect. Again extending thanks and good wishes, I will subscribe myself, *I. H. W.*

JOLIET, ILLS., Nov. 21, 1887.

Mr. Editor:

As a constant reader of the *Magazine*, permit me to say a few words in behalf of Stone City Lodge, No. 353. It was organized but a short time ago and already has a good membership made up of the best material. The boys concluded to furnish a hall and gave a ball for that purpose, which occurred October 26th. It was a grand success and all had a most delightful time. Some of the boys had to work but they managed to get to the hall about supper time. Among others was Bro. James Smith who came in with his face wreathed in smiles. We understand that Bro. Smith is soon to take unto himself a life partner. Good for you, Bro. S., and also for the lady—may you always be blessed with joy. There were not many decorations but those we had were very appropriate. Mrs. Broker made a handsome banner which attracted much attention. Bro. Smith brought an elegant horse-shoe and pick made by his sister, Mrs. Hall. The boys were presented with a beautiful Bible by the following ladies: Mrs. Broker, Mrs. Hogan, Mrs. Hentzelman, Mrs. Nolan, Mrs. Fowler, Mrs. Smith, Mrs. Hall, Mrs. McFadden, Miss Cassidy and Miss Katie Nolan. Such evidences of recognition from the ladies are very encouraging and go along way toward building up an interest in the Lodge. Wishing the Brotherhood all prosperity, I remain, *Constant Reader.*

WASECA, MINN., November 9, 1887.

Editor Locomotive Firemen's Magazine:

I wish to say through your columns, that the Brotherhood of Locomotive Firemen, of Waseca, were happily surprised last evening, by about twenty-five wives and lady friends of the Brotherhood. After seats were provided for all, Rev. John A. Stemen, of the Congregational church, made a short speech, and then presented a beautiful \$10 bible to the Lodge, with a few appropriate remarks. Master James Newcomer responded with a few words of thanks to the ladies for their untiring efforts and kindness toward the Brotherhood, after which, a bountiful supper was served, consisting of fruits, cold meats, biscuit, coffee and other dainties, too numerous to mention. A social time followed, concluding with a short speech from Secretary Richardson. All express themselves highly delighted with the surprise and the "boys" say it is an affair long to be remembered by them.

George E. Woskie.

ELDORADO, KAN., November 21, 1887.

Editor Firemen's Magazine:

DEAR SIR:—Allow me to say a few words in reply to "Eccentric Strap." I remember last March when he was here in Reece, Kansas, a majority of the boys were not in favor of organizing in Reece, knowing that the division would be changed shortly. We did put our shoulder to the wheel at the foot of flint hill, dropped her down to fourteen inches, sand lever wide open, and we did move on to the summit without a double, rolled over to Eldorado, where we have a new round house as well as a new Lodge and where the boys feel themselves more at home than at Reece. "Eccentric Strap" seems to think that all interest died out when he left here, but such is not the case. We have organized—Walnut Valley, No. 300—with a charter membership of twenty, and all of the right stamp. We differ from the "Irishman's fien" in this, that when you want to find us we are right there every time. Eldorado is the terminal point of four divisions: one 127 miles, one 119 miles, one 117 miles and one 12 miles. The boys are all glad the divisions are no longer. When they come in on the second or fourth Sundays they want to attend meetings, and they usually do. There have been several changes since "Eccentric Strap" left here. Bro. W. VanAlstyne is on the right hand side of the transfer engine, and has the best wishes of all the boys. Bro. D. W. Hall has the cleanest engine on the road; his jacket and front windows loom up like a parlor car. Bro. M. Fitzgerald has traded the 31 for a pig, and thinks he now has a cab in which he can "pound his ear" on a siding.

We are all on the alert here, ready to do all in our power to promote the welfare of the Order.

Yours fraternally,

T. M. C.

SOUTH KAUKAUNA, WIS., December 1, 1887.

Mr. Editor: We gave our first annual ball at the Opera House on Thanksgiving eve, and it was said by all parties there to be the finest ever held in this place. Between six and seven hundred people were present and among them were our Master Mechanic, John Hickey, General Foreman Frank Slater, and Chief Train Dispatcher and Train Master J. A. Snyder. Bro. Geo. Wells, of Antigo, was present and was as lively as any of the young fellows. Bro. Kettell looked very attractive, though somewhat lonesome without his girl. Our worthy Master, Bro. Maguire, tried to be all over the hall at the same time. Bro. Ryan was a sight good for sore eyes. Bro. Conway and the Miss from Eland Junction seemed to enjoy themselves. The management of the road did all they could to favor us, allowing as many of the boys to attend as possible. We wish to thank the ladies for the able assistance they rendered us and especially Mrs. P. J. Carney of Kaukauna and Miss Wells, daughter of Bro. Geo. Wells of Antigo. Bro. T. A. Kelly recently lost his little boy and has the sincere sympathy of all his friends in his misfortune.

J. A. B.

HALLSTEAD, PA., Nov. 5, 1887.

Mr. Editor:

The regular meeting of Lackawanna Lodge, No. 283, held at their hall October 26th, was very unexpectedly interrupted in the midst of the regular routine of business. An unusual alarm at the outer door proved to be the rap of a number of ladies of the B. of L. F. who had assembled for the purpose of organizing a Ladies' Society to Lackawanna Lodge. They were promptly admitted, and the meeting having been adjourned, they were given the use of their hall. No time was lost by our ladies, and their little society was organized with the following named officers at the head; Mrs. Wm. Oswald, President; Mrs. A. M. Shikes, Vice President; Mrs. J. H. Moran, Secretary; Mrs. Frank J. May, Treasurer, and Mrs. P. Driscoll, Chaplain. We felt very much complimented at such a demonstration of interest from the ladies and we will be worthy of their respect and confidence. We feel that with such encouragement as we receive from them we will be better men and treble loyal to our Brotherhood. I consider their object one of worth and merit and would like to see a society of this kind to every Lodge.

With hearty good wishes to our ladies and many thanks to Mrs. Johnson for favors extended by them, I am as always, Yours in the cause.

Frank J. May.

SOMERSET, KY., December 5, 1887.

Mr. Editor:

We have been extremely busy here for some time past and extra firemen have been few and far between. If you know of any brothers out of employment who want to fire a consolidated engine ninety-three miles over a mountain division through twenty-two tunnels for \$1.87½, or over a division of seventy-eight miles through two tunnels for \$1.65, send them along for I think employment can be secured by seven or eight of them if they are good men. There has been a great demand on No. 367 for engineers and those who have gone to the right hand side are Bros. J. S. Morris, Thos. J. Lenshaw, John W. Fowler, M. B. Conniff and Loyd Holloway, all of them good men and a credit to the calling. Success to you, boys!

James Ford, Secretary.

[Those of our members who are seeking employment are respectfully invited to peruse the foregoing letter—ED. MAGAZINE.]

LOGANSPOUT, IND., November 26, 1887.

Mr. Editor:

Our genial friend and worthy brother, Frank E. Hanley, of Good Will Lodge, No. 52, was married on November 24d to Miss Ella Barrett, a most admirable young lady of Logansport, Ind. Both the contracting parties are very well known and a host of admiring friends tender their congratulations upon the happy event. The members of No. 52 and others presented Frank and his wife with a great many useful and handsome presents as a mark of their esteem and good wishes.

Good Will.

SAN MARCIAL, N. M., Nov. 15, 1887.

Editor Firemen's Magazine:

It has been a long time since I have seen anything in your *Magazine* of Magdalena Lodge, No. 261, but we are not all dead, by any means. We have a membership numbering thirty-five, and as nice a lot of boys as you will meet, and Brotherhood boys of the best stamp.

We don't have the best of times down here, in the land of the greaser and the cactus—it is pretty much "eat, sleep and work" with us, but we get time to look over the *Magazine* each month, which we all wait patiently for. In the last six months we have gained six new members and now have two applications on hand. Bro. Manning now holds down the right side of our switch engine here, nights, while Bro. DeHart holds down the day shift. Bro. Cook has been promoted to day hostler, while the ever jovial Morgan Feathers, our Master, looks to the wants of engines nights, and a better man couldn't be found. He is the right man in the right place. I think, though, that he would rather work days, so he could sit up on the porch nights—of course not alone. We run three ways out of here: to El Paso, Texas, 152 miles, to Deming, N. M., 128 miles, and to Albuquerque, N. M., 100 miles. Business is very good at present, but we have had a big rush and expect to get about all we can handle in a few days, in the way of through freight, as the A. & P. is getting more than they can handle. Bro. Moore is throwing trunks now, instead of coal. San Marcial would be a poor town to pass time in if it were not for old reliable "Joe," with his books and papers.

But I am writing too much, so hoping you won't side-track us and that Shorty will make it stick, I am

Straight Shot.

JOLIET, ILL., November 27, 1887.

Editor Magazine:

At a regular meeting of Stone City Lodge, No. 355, we were surprised by a loud rapping at the door, to which Bro. Ed Nolan, Outer Guard, responded, when our Lodge room was invaded by about ten or twelve ladies comprising the wives, mothers and sisters of the members. Mrs. Nolan, wife of Secretary Nolan, then advanced, and in a very neat little speech presented the Lodge in behalf of the ladies, with a handsome Bible, to which W. W. Brucker, Master of the Lodge, responded, thanking the ladies for their beautiful gift. He was followed by Bros. M. O'Grady and C. Nolan, then after a few moments pleasantly spent the ladies departed and Lodge resumed business, but the boys couldn't keep their eyes off the altar upon which rested the beautiful Bible. Being a new Lodge it is a great help to us, and coming as it did from our wives, mothers and sisters, it makes us feel that our efforts are appreciated. With many thanks to the fair donors, and hoping they may never have cause to regret the interest they have taken in our Lodge and the Brotherhood, I remain

Very respectfully,

Stone City.

*For the Magazine:***TO THE BRAVE FIREMAN.**

Give me the hand that is warm, kind and steady.

Give me the clasp that is calm, true and ready;
Give me the hand that will never deceive me;
Give me the hand that age may believe thee.
Soft is the palm of the delicate woman;
Hard is the hand of the good steady Fireman,
Soft palm or hard hand it matters not—never
Give me the hand of the brave Fireman forever.

Give me the hand that is true as a brother;
Give the hand that has harmed not another;
Give me the hand that has not forsworn it;
Give me the grasp that I may adore it—
Lovely the palm of the fair blue-veined maiden,
Horny the hand of the Fireman, o'erladen.
Lovely or ugly, it matters not—never;
Give me the grasp of the brave Fireman forever.

Give me the grasp that is honest and hearty—
Free as the breeze, and unshackled by party.
Let friendship give the grasp that becomes her—

Close as the twine of the vines of summer.
Give me the hand that is true as a brother;
Give me the hand that has not wronged another.

Soft palm or hard hand, it matters not—never!
Give me the hand of the brave Fireman ever.

A True Friend to the B. of L. F.

VICKSBURG, MISS.

ST. LOUIS, MO., November 11, 1887.

Mr. Editor:

Though a constant reader of the *Magazine*, I have not seen anything for a long time from Industrial Lodge No. 21. I believe that a favorable word in its behalf will be appreciated by the members, who are, by the way, a body of deserving men. They are intelligent and enterprising, and always eager to comply with the laws of our good Order, and its teachings are strictly obeyed.

Our Lodge is very appropriately named "Industrial," for the boys are busy workers, not only in behalf of the Brotherhood, but in their efforts to earn an honorable living. The boys are of all sizes, but the two Murphys take the cake, and fearing that I may get myself into trouble by saying more, I will close by subscribing myself,

Dude.

CRESTLINE, O., November 23 1887.

Mr. Editor:

At our regular meeting held Wednesday evening, November 16, we were agreeably surprised by Bro. J. J. Hannahan paying us a visit. He presided over the meeting, and after the regular business was transacted, he gave us instructions in the different works of the Order. Bro. Hannahan complimented us on the prosperity we enjoyed for so young a Lodge. Our meeting with Bro. Hannahan was short, he having to leave on the 10:30 P. M. train for Columbus, but we can assure him that the best wishes of the brothers of 299 will go with him in the duties he so ably performs. We also thank Bros. Dean, Morgan and Calnan, of No. 107, and Bro. Smith, of No. 10, for their assistance at the meeting, and will be pleased to have them all call again.

299.

Personal.

THE handsome men of the Northwest are found in 128.

BRO. HALLER of 133 is one of our energetic workers in Sprague.

GEO. SEBASTIAN, the "old reliable," of the Northwest, is pulling a passenger train.

ELOQUENCE in Sprague Lodge surpasses what might be expected in the halls of congress.

JIM HILL, who is a thorough Brotherhood boy, is firing on the Northern, out of Toronto.

ARTHUR HERIDER, the Receiver of 133, makes an excellent officer; his reports are always on time.

MAT S. GILFRY of 48, is now at Council Grove, Kas. No better can be found in the West than Mat.

UNDER the leadership of her present officers Iron City Lodge, No. 318, is rapidly going to the front.

BROTHER GREEN of No. 81, is every inch a Brotherhood man, and his interest in the Order never wanes.

ONE of 49's worthy members, Bro. O. D. Smith, is now a passenger conductor on the T. P., and doing well.

HON. B. W. JOHNSON of 264 knows the ropes; he is every inch a Brotherhood man and has the true grip.

THE cigars were lately passed around by Bro. Erickson, of No. 82—we have not yet learned the young lady's name.

GEO. E. CROWHURST is one of our live Magazine Agents. No. 67 made no mistake in selecting Bro. C. for that position.

J. T. LAITY of 38 received as a Christmas present the right hand side of an engine, over which he will preside hereafter.

WHEN you go to Allegheny City call on Beeson and Cawley, two of our most earnest workers in the Keystone state.

WHILLEY, of 83, firing passenger on the T. & P. Ry., is, in his own quiet way, always ready to assist a worthy brother.

BROTHER POLLARD, of 128, is advocating the Magazine question in Glendive. That leather medal has no attraction for him.

FARGO LODGE is alive to the interests of the Order. Good meetings are always the rule and every member does his level best.

THOS. RILEY, Master of 81, is an excellent presiding officer, and when the gavel falls, obedience is required from each member.

THE ladies of Brainerd are all admirers of the Brotherhood and will not allow any one to speak slightly of it, even at a banquet.

A. S. HILL, Master of 372, was recently seen in Baird inquiring the prices of towels. By all means, Al, give one to the "hind brakey."

NO BETTER Master can be found than Bro. Dean, of 107. He wields the gavel with dignity and commands the respect of the entire Lodge.

JOHN LUCY of 202, has become a benedict, and will make Chillicothe his home. The newly wedded pair start out under the happiest auspices.

BART RICHARDSON, of 135, is firing out of Jackson, Ark. Baby is one of the loyal boys who stepped out during the recent trouble between the engineers and the Mexican Central R. Co.

THE name of Bro. Prescott, of 299, has been added to the promoted list. He is now running a pile driver, his first experience with the pesky thing.

THE new staff of officers in 191 are energetic, wide-awake fellows and will see that everything connected with the Lodge is kept in proper shape.

THERE is unusual rejoicing at the home of Bro. C. E. Warmington of No. 58 since a ten-pound daughter has taken up her residence there.

THE Master of 133, Bro. Montgomery, is bound that his Lodge shall keep up her previous good record during his administration. He is all for business.

ALL the old landmarks of No. 51, still remain to help on in the good work of the Order. They are true to their first love and will remain so till the end.

THE members of No. 175, are all earnest workers. The officials of the road feel proud of them and are always glad to give the boys a helping hand.

THE election of Bro. C. Dolby as Master of Dominion Lodge, No. 67, seems to give universal satisfaction. Charley will exercise due vigilance over his flock.

E. H. LAING and Wm. A. McDonald, a pair of No. 52's wide-awakes, were among our late callers and gave good reports of the condition of their Lodge.

J. W. MILLER, E. B. Russ, C. A. House, R. Rippen and last but not least, H. P. Hartwell, of Lodge No. 311, have been promoted to the right hand side.

WHEREVER he goes, Bro. Geo. Sutherland, of 225, sows the seed of the Brotherhood. He is a missionary in our cause with his whole heart enlisted in his work.

JOHN MEEKS of 264 has commenced a canvass of the Magazine for 1888. He says, "a prize I will take, but it will not be a leather one." Give her a boom, John!

WHEN you get to The Dalles, Oregon, purchase a rubber coat and an umbrella, a pair of gum boots and then call on Bro. J. Nickle for one of his guides to Portland.

SEBASTIAN, of Breckenridge, Minn., is a dead shot. When he pulls the trigger something is sure to drop. He bagged a huge panther on one of his late expeditions.

THERE are in the chief dispatcher's office at Missoula two as genial gentlemen as it has ever been our fortune to meet; Burke and Pettibone are familiar names on the N. P. at Missoula.

MR. D. D. BOGART, chief clerk in the master mechanic's office at Missoula, is one of the boys. His face is at all times wreathed in smiles, even when asked to contribute to the church.

THE last heard from Bro. McBride, of 299, he was shooting *Deers* in the Black Hills. Any information in regard to his whereabouts will be thankfully received by the members of 299.

JOE DAVIS of 264 only attends the Comique on meeting nights; he says he goes to hunt up the boys. It is rumored, however, that there are other attractions, hair, blonde; height, six feet.

BRO. SARGENT paid a visit to Fort Missoula during his recent trip to Montana, in company with Bros. O'Rourke and Hollister and reports Uncle Sam's interests in a flourishing condition.

THE Vice Grand Master reports having been well entertained at Marshall, Texas. He says that Bros. T. P. Davis, Phillips and a number of other fellows, all treated him like a prince.

It was a narrow escape that Bro. Druce of No. 340, recently had from choking to death. He probably owes his life to Dr. Murphy, of the same Lodge, who appeared just in time to extract the fly.

WHEN the Grand Master again visits Brainerd a hitching post will be erected in the hospital yard, and it is hoped he will avail himself of its use; Bro. Bain will give him instructions in the art of hitching.

OUR latest advices from the east are to the effect that Walton is about to join the Salvation Army, while Dupell, the notorious "lunch fiend of the Delaware," has started for Chicago to join the Anarchists.

JOHN MEEKS of 264 has had some experience in the northwest that on paper would create as much interest as Buffalo William's exploits with the redskins. John don't say much, but he is a great thinker.

THERE is no doubt but that Governor Foraker, of Ohio, is indebted for his election to Bros. Barker and Taylor of No. 202, at Chillicothe. They are "rustlers" of the old school, and don't take a back seat for anybody.

BROTHER DONAHUE, the gentlemanly Secretary of 149, lost his shoe strings on his last visit to Brooklyn. Sympathizing friends were with him and paid his fare back to New York and fitted him out with a new set.

OUR correspondent forgot the exact language, but as he is as he could remember, the fair party said: "I can't make any 'gement for' to-night, kase Massa Broderick am comin' over from Longview, to enjaw hisself."

JIM MCKENZIE is Collector for 128 and on the 25th of the month if all members are not square on his books he commences to take scalps. His experience on the frontier as a leader of the Modocs has fitted him for the position.

DRS. BIGGER and HEMPSTEAD of the Northern Pacific Hospital, at Brainerd, are most excellent gentlemen, and have been observers of the work accomplished by the Brotherhood, and are ready to speak in its favor on all occasions.

THE war horse of the Yellowstone, Bro. W. T. Field, has been elected Master of 191 and we shall expect her to be the leading Lodge of the northwest. Don't forget the *Magazine* Bro. Field; give your members a stirring up on that question.

GOOD fortune has smiled upon Bro. W. H. Smith of No. 255. He has been married to a most estimable young lady and has also met with promotion to the right hand side. Bro. Smith has the congratulations of all who know him.

BROTHER P. SORENSON, of Lodge 191, is now located at Helena, Montana. While he is not permitted to attend the meetings of his Lodge he takes an interest in all the affairs of the Order, and is always ready to entertain a travelling brother.

IF you desire to meet gentlemen connected with the railway service, go to Sprague and from master mechanic down to hostler you will find courteous and obliging men, who will make your visit pleasant. Such was the experience of Bro. Sargent.

ON November 9th, in Little York, were gathered a number of ladies and gentlemen, the occasion being a notable wedding in which the principals were Bros. Jas. Spring, a very popular member of No. 67, and Miss Lizzie Smith, an accomplished young lady of York. Bro. and Mrs. Spring received many handsome presents, and after the ceremony, dancing was commenced and heartily enjoyed until a late hour. Bro. and Mrs. Spring have the best wishes of all of No. 67's members and many other admiring friends.

HANDSOME cards are out announcing the marriage of Bro. Frank Dunham, of Triumphant Lodge No. 47, to Miss Kittie Thillman, at Kensington, Ill., on December 21st. They will beat home after January 10, at No. 1238 Indiana avenue, Chicago.

ON the arrival of Grand Master Sargent at Fargo, he discovered the Red River of the North running up hill and had it not been for the timely interference of Bro. Bassett he would have left the city under the impression that it was bewitched.

BRO. T. P. O'ROURKE, the scout of Horse Plains, is one of the prominent members of 194 and a leading citizen of Missoula. Bro. O'Rourke is running an engine on the Missouri Pacific and has a welcome for every Brotherhood man who travels that way.

E. B. MAYO has again reached the goal of his ambition. He is on the right hand side, a full-fledged knight of the throttle, running into Minneapolis and making good time. Good luck E. B. and may you always have a good engine and a clear track!

MASTER MECHANIC GARLOCK, of the Northern Pacific at Missoula is a genial gentleman, and is ably seconded by Round House Foreman J. Wormald. Both of these gentlemen extended favors to Grand Master Sargent which were highly appreciated.

MOUNT HOOD LODGE is one of the banner Lodges of the west. Her members are broad-gauged, and as entertainers they "take the cake, basket and all." With a fair, circus and banquet, and an excellent Lodge meeting, Bro. Sargent enjoyed himself hugely.

FRANK X. HOLL desires it understood that he is not entitled to any credit for the success of the late ball of No. 82, inasmuch as he was appointed on the committee without his consent, and was not aware of his appointment until three days before the ball.

THE meeting at Glendive on the occasion of the visit of Grand Master Sargent was one of interest—while the attendance was not large, every member took part and spoke in the interest of the Brotherhood, it was at this meeting where the *Magazine* was promised a boom for 1888.

TRIED AND TRUE LODGE No. 361 reports the promotion of Bros: Chas. A. Walters and David W. Moses, who are on the O. & M., where they have served faithfully at the scoop for a number of years. This is a good start boys and we hope to hear of others following in the same direction.

It has been suggested by Vice Grand Master Hannahan, that it would be in consonance with the eternal fitness of things to change the name of Trinity Lodge (No. 83) to Badger City Lodge. We have no doubt that Dean, Elliott, Finnegan and Jay, will recognize the propriety of the change.

THE other side of the Badger story has just been told us by V. G. M. Hannahan. He says he was not there at all when the string was pulled, but was in conference with a telephone syndicate in another part of the city. John says it was "the other fellow" who sprung the trap that was loaded for bear.

TOUCHING upon the marriage of a very popular member of No. 293, Bro. Wm. J. Sharkey, Secretary, writes as follows: "I take pleasure in saying that Bro. F. A. Grant, of Lafayette Lodge No. 293, has been married. Congratulations being in order, we, the members of 293, extend our fraternal regards and best wishes to Bro. and Mrs. Grant. Bro. Grant is a tried and trusted member of our Order, and all the boys wish him long life and happiness. The cigars will, no doubt, be on hand at the next meeting."

THERE is a "Landmark" in Glendive, Montana, that cannot be removed; it is made of solid Brotherhood timber and is one of the permanent features of the town: it is guarded by a body of men who are staunch supporters of the principles laid down in the constitution of the Brotherhood of Locomotive Firemen.

MASTER MECHANIC BROWN, of the Northern Pacific at Glendive, is one of the most agreeable gentlemen it has been our fortune to meet. While he is a strict disciplinarian, he does not forget the boys, and is always ready to assist them when he has an opportunity. He has a host of friends on the Northern Pacific.

JAMES GOODMAN, Chief Engineer of Division 144, B. of L. E., at Brainerd, presided over the union meeting held there on the occasion of the visit of Grand Master Sargent. He is an excellent gentleman, a friend of the firemen and one that is always ready to give good advice. It is a pleasure to meet such men as Mr. Goodman.

J. C. CHRISTIAN, the able Secretary of Sprague Lodge, exhibited his wardrobe to Bro. Sargent. It consisted of one pair of rubber boots, (size sixteen,) one gum coat, one cotton umbrella and a celluloid collar. Is this all that is required in that country? Bro. Sargent has concluded to reside there after the close of his term.

DONNIGAN, of New York, addresses the Grand Master as "His Excellency, the Frog Commissioner," a title he discarded some years ago when he was promoted to the rank of District Fish Commissioner. Hannahan now has supervision of the frog department, and says that he expects to make a big thing out of the hops that are in it.

THE Grand Master journeyed through the bad lands in company with Bro. Carney, of No. 41, and was shown the place of everlasting fire that all good Brotherhood men hope to escape. Bro. Carney says Bro. Sargent shook like a resident of the Valley of the Wabash. Perhaps he recalled some of his past actions and had cause to tremble.

A SOCIAL meeting was held with the engineers during the visit of Grand Master Sargent at Sprague; among those present was Master Mechanic Moore, who gave the men a little talk by way of encouragement and advice. Mr. Moore is a pleasant gentleman, and while strict in discipline, he always has a pleasant word for every one he meets.

W. H. ROUGEAN, of Colonial Lodge No. 113, is one of the stalwarts of the north. As a skipper on snow shoes he has no equal, and as an advocate of the principles of the Brotherhood he can't be beat. He is also greatly admired by the young maidens of the Provinces and created a panic among them during his late visit to Moncton.

LIVINGSTON is full of Brotherhood men and when Bro. Field goes forth and rings the bell they come to the front. When Bro. Sargent arrived he was informed there were only a few in town, yet there were several quorums present at the meeting held in the evening. We believe that the coming year will be an exceedingly prosperous one with Custer Lodge.

VICE GRAND MASTER HANNAHAN made us a short visit recently, prior to an extended tour through Texas, in the interest of the Order. Bro. Hannahan was exceedingly enthusiastic over the situation, giving most cheering reports of the condition of the Order throughout his travels. Harmony and good will are the distinguishing features of the Order. Complaints are few and far between, and the signs of the times are of encouragement and good cheer for the future. If the new year does not bring a rich harvest for our Brotherhood, it will not be the fault of our Vice Grand Master.

BRO. C. H. CLEMERSON is one of the earnest workers in 204 and is always ready to perform any duty that may be assigned him. Riding on the Air Line railway at Butte City will make any man think of his past, and resolve that if he ever lives to get on terre firma again, the next time he explores the mines of Montana he will travel by donkey conveyance or walk.

BROTHER HOLLISTER, of Bonanza Lodge No. 194, is a member of the firm of Hollister & Lister, dealers in fruit and confectionery, cigars and tobacco, and is doing an extensive business in Missoula, Montana. Mr. Lister, the partner of Bro. Hollister, is an excellent gentleman, and they make a strong team. Members of the Brotherhood always find a warm welcome at their hands.

IF any one can find a more energetic person than our esteemed brother, L. P. Smith, of Chicago, please send his address at once. Bro. Smith is a banker, harness-maker and coal dealer all in one day, and between times he serves in the capacity of chambermaid at the Palmer House. He has his own peculiar fashion of making beds and the G. M. is not favorably impressed with their staying qualities.

THE Bohn brothers, members of Oriole Lodge, No. 214, are model Brotherhood men in every particular. They have a hearty grasp of the hand and a cordial welcome for every true member of the Order. Their mother, a noble woman, whose devotion to her family is her distinguishing characteristic, is likewise enlisted in the cause of our Brotherhood and in her home a visiting member is made to feel that he is among friends.

IF any of our brothers are in need of a physician we recommend Dr. Bain, of 81—his drug store is filled with everything required to make one healthy and handsome. While he has a large practice that requires his closest attention, he has time to devote to the Brotherhood and is one of 81's solid men. The officers of 81 are dyed in the wool Brotherhood men, and attend strictly to their duties, and this accounts for her excellent condition.

DURING the visit of Bro. Sargent at Butte City he was entertained by Bro. E. M. Jacobs. Bro. Jacobs is an engineer of long standing, but he has lost none of his interest in the Brotherhood of Firemen and is one of the hard workers in 204. Mrs. Jacobs is a lovely lady and the two little Jacobs contribute no small part to the entertainment enjoyed by all who are so fortunate as to visit their elegant home. Mrs. Jacobs is a constant reader of the *Magazine* and her compliments are such as come from one who has the Brotherhood at heart.

BRO. SARGENT was confined in a garrison during his late visit to the northwest and shipped by local freight to Missoula arriving fourteen hours late. Bro. March of 194 was on hand to receive him and pilot him through the street, and on the following evening an interesting meeting was held, attended by all the members in town. Able remarks were made by all brothers present. No. 194 is a growing Lodge and is composed of excellent material and officered by as fine a corps of men as can be found in the Order. For genuine hospitality 194 has a record hard to beat.

ONE of the best Lodges of the Order is located at Butte City, Montana. It is presided over by Bro. Joseph Byrne and has a corps of officers that have an interest in its welfare. The meetings are always well attended and the members find something of interest to debate upon, thus making them instructive and entertaining. On the occasion of the visit of Grand Master Sargent there was an exceedingly interesting meeting, at which were present a large number of brothers. Bro. Sargent reports them well posted in the workings of the Order and alive on the *Magazine* question for 1888.

SPRAGUE LODGE 133 has been laboring under difficulties on account of absence of members. There have been but few meetings held, yet the brothers kept up their standing and have not lost their interest in the Order. A good meeting was held on the occasion of the visit of Grand Master Sargent and all expressed themselves as desirous of doing all they could to promote the welfare of the Lodge. We look for good reports from that section during the coming winter.

J. E. PHELAN, of Brainerd, one of the prominent members of the Brotherhood of Locomotive Engineers in the northwest, delivered an eloquent address at the meeting held at Brainerd, on the occasion of the visit of Bro. Sargent. He is a progressive gentleman and believes in co-operation between the two great Brotherhoods. When such men as Mr. Phelan advocate this principle in the Brotherhood of Engineers, we can look for a new era to dawn on the two organizations.

A good joke is told at the expense of Bro. Chas. A. Bennett, of Vigo Lodge No. 18. He is running a train on the Vandallia line, and going into St. Louis recently, he went back into the sleeper to take up the tickets. Upon his entering the car an elderly lady said: "Johnny, have you got the morning papers on this train?" Charley explained that he was the conductor, and the old lady apologized while the passengers smiled quite audibly. Charley is diminutive in size, but he gets there all the same.

FRANK X. HOLL, of our Grand Executive Board, was a visitor at the late convention of the B. of L. E., at Chicago, and some rumors, seriously compromising his heretofore excellent reputation, have come to our ears. It is alleged that he was first lieutenant to Grand Trustee Smith, in his expedition against the Grand Master in which it was sought to blow up that functionary with dynamite, or other explosive agencies. Stand up, Holl, and be sworn! If you are guilty, henceforth your name will be Dennis, or some other relation of Hannahan.

PAST GRAND MASTER, FRANK W. ARNOLD, of Columbus, O., paid us a short visit during the latter part of October and renewed acquaintance with his numerous friends in Terre Haute, all of whom were delighted to see him. Bro. Arnold, though now engaged in mercantile pursuits and doing a large business, still holds up his interest in the Brotherhood and takes an active part in its affairs. He has lately been elected Master of Franklin Lodge, No. 9, in which capacity we bespeak for him an excellent record and for his Lodge prosperity and success. Bro. Arnold denies that his friends are urging him forward as the most available candidate for Mayor of Columbus, but we have it upon good authority that such is the case. At all events he has our best wishes for success.

"While walking up Fulton street New York City, in the direction of the Fulton fish market in the early part of December," writes a prominent member of No. 149, "I chanced to see Hon. F. P. Sargent, fish commissioner in general, formerly of the Arizona district. He entered the fish market and purchased large quantities of fish and frog spawns for the purpose of stocking some of the western streams. On his return, everything that looked 'fishy' caught his eye readily—one of his escorts tried to have him purchase a wire screen in which to transport his new stock. He had shell fish for supper that evening and report has it that he ordered a frog fricassee for breakfast next morning. He is preparing an elaborate treatise on frog culture which will take the cake from the jump.

DURING his visit to Fort Worth, Texas, a deputation of sleeping car porters called on Vice Grand Master Hannahan, to obtain information in regard to organizing a Porter's International Brotherhood. As Bro. Hannahan was obliged to

leave Fort Worth on short notice he referred the committee to Dean and Finnegan, two prominent members of Trinity Lodge No. 83, who would be likely to interest themselves in the proposed organization and supply all the desired information. We have not yet been advised as to the result of the interview, but rumor has it Dean and Finnegan have taken hold of the enterprise with the determination of pushing it to a successful issue. Dean is said to have been elected Grand Chief Porter on the first ballot, and Finnegan, Grand Organizer and Instructor, by a unanimous vote. Dean and Finnegan make a strong team and will, no doubt, be able to make a great showing when the first annual convention is held.

Allen-Bedell.

Bro. W. A. Allen was married to Miss Hattie, eldest daughter of Bro. W. M. Bedell, in Holden Mo., last week, the intelligence of which was received with happiest surprise by the large number of friends and relatives of the bride and groom. It was here that the young couple met for the first time, and the sweet flames of love that flashed from the heart of each, grew sweeter and brighter until under its genial light were linked forever those faithful souls. The romance of devotion attending this affair is as rare as it is interesting, and cannot be else than prophetic of a married life illumined by all that is faithful and sacred. It is altogether unnecessary to say that Bro. Allen and bride have the congratulations and blessings of our entire Brotherhood, and the community where they are known so well and held in so high esteem.

J. S.—

A BRAND new dollar bill fresh from the mint came to our sanctum the other day for a years' subscription to the *Locomotive Firemen's Magazine* for that prince of philanthropists, George Washington Childs, of Philadelphia.

J. S. TOWNSEND, the enterprising jeweler, of Chicago, is building up an immense trade among railroad men. He is square-dealing with all his patrons, and guarantees satisfaction to all. Examine his advertisement in our columns, and if you need anything in his line it will pay you to give him a call.

THE Locomotive Firemen's Brotherhood has the advantage of an official organ, the "*Locomotive Firemen's Magazine*," that is conducted steadily with a view to the improvement of the members, not only in their chosen calling, but in their various relations in life. Though its editorial discussions and much of the prepared or selected matter in its other columns run pretty much on "the rail," the "*Magazine*" contains in every number a great deal that may be classed as family reading. Eugene V. Debs, who is Grand Secretary and Treasurer of the Brotherhood, is editor of the "*Magazine*," and its succeeding numbers are so many tributes to his ability.—*Philadelphia Ledger*.

A RUMOR has been circulated about the West Philadelphia Round House that all members of the B. of L. F. who belong to the Pennsylvania Voluntary Relief Association must withdraw from one or the other of these associations. We are authorized to state that the rumor is false, and that there is absolutely nothing in it.

The members of Charity Lodge, No. 5, were treated to their first supper and entertainment on September 20th, 1887, the promoters of the good work being Mesdames Turrell and McFarland assisted by the wives and sisters of the members. The tables were beautifully decorated with flowers and fruit. Other good things were abundantly provided of which about eighty partook. The members feel grateful to the ladies and hope that such a pleasant affair may be repeated in the near future.

SHANDY MAGUIRE, the famed "Poet of the Rail," will hereafter be a regular contributor to the columns of the *Firemen's Magazine*. For years the songs of Shandy in the *Engineers' Journal* have charmed thousands, and his admirers throughout the railroad world are as numerous as the leaves. By the magic of his touch every thought bubbles over with mirth, turns into melody and bursts into song. Our readers one and all—and especially the fair sex—will look forward to Shandy's contributions with the most delightful anticipations.

THE communication of Angus Sinclair, Esq., editor of the *National Car and Locomotive Builder*, and author of "Locomotive Running and Management," which will be found in the Mechanical Department of this issue, should be read with care by every member of our Order. It contains practical suggestions and sound advice which should not go unheeded. Mr. Sinclair is eminently qualified to be heard by locomotive engineers. He comes from the ranks and the large measure of success that has come to him as author and writer is due solely to his own energy, ambition and perseverance.

A RELIC of considerable historical interest to railroad men can be seen at Portland, Oregon. Engine No. 1, built in 1852, the first engine that ever ran on the Oregon & California road, is at the round house at Portland. She looks aged, weary and worn, and to add to her distress a large tree has fallen across her. The old machine presents a striking contrast to the modern locomotive of to-day. In her day she was regarded as a giant of strength and a marvel of beauty; but now her time has gone by and there is none so poor as to do the old pioneer reverence. Such seems to be the fate of all earthly things.

Literary Pirates.

The poem entitled "A Fireman's Heroic Deed" (Page 589, October *Magazine*) and signed "Acme Lodge, No. 228," was sent to us as an original production "written expressly for the *Locomotive Firemen's Magazine*." We had our doubts at the time as to its originality, but as we had no recollection of seeing it before, we published it in good faith. Upon looking over some old *Magazines* the other day we found that this self same original poem was published in our *Magazine* in 1880, (Page 196, Vol. 4), having been copied from the *Modern Argo*. To the literary pilferer who palmed this off on us as his first attempt at writing poetry we have this to say: The next time you conclude to commit a literary forgery have the manhood to attach your name to it, and do not implicate your Lodge as you have done in this case.

In other instances too numerous to mention we have received poetry "as old as the hills," which was represented to us as original matter written specially "for *Firemen's Magazine*." Of all the cranks we have to deal with the poetry crank is by far the worst. He can scarcely write his own name or read it when it gets cold and yet he persists in writing original poetry, and when his own stock is exhausted he goes into the musty and forgotten volumes and digs up moss-covered chestnuts which he palms off as original contributions with a sang froid that is truly surprising. This class of contributors is respectfully requested to give our columns a rest during the remainder of this century.

AGAIN and again we have cautioned our correspondents to write on one side of the paper only, but no attention has been paid to our instructions and hereafter all copy written on both sides will be promptly consigned to the waste basket. We do not return rejected manuscript unless it is accompanied with return postage.

It is simply astonishing to see what carelessness is shown by many of our correspondents who write for publication. They write all over the paper in a slovenly hand, do not pretend to punctuate and then dump it into our office with the request that "all mistakes be corrected." We are perfectly willing to revise the copy of those who do the best they can, but those who can, and are too indolent or careless to prepare their copy properly, had better mend their ways or stop grumbling if their contributions appear in the waste basket instead of the *Magazine*. If you desire to write for publication write on one side of the paper only, in a clear legible hand, avoid crowding your words or lines too closely together and send your full name in addition to your nom de plume, not for publication, necessarily, but as evidence of good faith.

These conditions are simple and easily observed and correspondents who persist in ignoring them need not feel disappointed if their contributions do not appear. In such cases we reserve the right to consign manuscript to the waste basket without further explanation than we have given above.

THIRTY-THREE thousand copies of this issue of the *Magazine* have been printed and put in circulation, by far the largest edition of any railway employees' paper or periodical ever published. The circulation extends far beyond the limits of our membership and is increasing with a rapidity that is gratifying as it is convincing that our official organ is keeping well abreast of the times.

THE Matchless Metal Polish and Tripoline which are advertised in our columns are commanding a very large sale and very deservedly so as the goods are just what they are represented. The company is supplying many railroad and steamship companies, while large quantities of goods are sent to foreign countries to supply the demand from abroad. Give the polish and tripoline a trial.

Amusements.

ROCHESTER, N. Y.

Rochester Lodge, No. 99, recently held its first annual picnic at Long Point Conesus Lake, and it was largely attended. The amusements of the day consisted of ball playing, singing, dancing, etc., and concluded with a delightful ride on the lake. The party returned on a special train which had been provided for that purpose. Much credit is due to the committee for the excellent arrangements that were made. The committee consisted of D. Thompson, chairman; E. E. Pryme, Jas. Clarke and O. A. Lambert.

MINNEAPOLIS, MINN.

We have received a newspaper clipping containing the following account of the ball of Northwestern Lodge, No. 82:

"The Northwestern Lodge, No. 82, Brotherhood of Locomotive Firemen of North America, held its seventh annual ball at Armory hall last night, and as in the case of the previous events gotten up under the auspices of this flourishing organization, it was an immense success. About one hundred and fifty couples were present, and the hall presented a striking scene of animation and gay sociability from 8 until 1 o'clock. Messrs. M. E. Miller, J. C. Taylor, Ed E. Depew, John Merrick, Elmer L. Van Dressar and Charles Hughes attended to the reception of the guests. Messrs. George Clark, H. P. Stone, Wm. Beeth, John Gputad, James Boden, Ed Barry, and Duncan McKay were the floor managers. Messrs. Thos. F. Mea, F. X. Holt, William C. Redmond, Fred Morse and Fred Harvey formed the efficient committee on arrangements. The motto of the Order, 'Protection, Charity, Industry and Sobriety,' in very large letters graced the walls. There was also the announcement in large characters, that this organization which was started in 1873 with nineteen members, now has 19,000 members distributed through 375 Lodges. The dancing programme had twenty-four numbers. Supper was served in the rear of the hall. The occasion was an enjoyable one."

SPRINGFIELD, OHIO.

The Champlon City *Times* gives the following account of the first annual ball given by Cold Springs Lodge, No. 300, B. of L. F.:

The members of Cold Springs Lodge, No. 300,

B. of L. F., gave their first annual ball last night, in the parlors of Black's opera house. Cold Springs Lodge has been organized but a short time, the members for the most part having come from the Columbus Lodge. Several members withdrew from that Lodge and organized this one, in order that they might work together better. Its members embrace most of the firemen of the L. B. & W. and O. S., but none of the Bee Line. Only a few firemen of that road live in Springfield, and most that do belong to a Lodge and are averse to withdrawing. Cold Springs Lodge, however, will receive as full members two Bee Line firemen next week. The Lodge is not very large in numbers, but the members are very enthusiastic and contributed much of their time to put the Lodge on a good financial footing. They have succeeded most admirably, having made a large sum out of last night's dance. All the firemen, with their ladies and wives, the engineers and other employees, besides a large number of the firemen's friends were at the dance, and all spent a very pleasant evening. Foreman's orchestra furnished the music and the crowd tripped the light fantastic until a late hour. The dance was a success socially and financially, and the firemen made a splendid reputation as entertainers and will sustain it in the future dances.

LOGANSFORT, IND.

Notwithstanding the inclement and disagreeable weather one of the largest attended balls ever given in this city attracted hundreds of young people to the Broadway rink last evening. It was given by the Brotherhood of Locomotive Firemen, who, anticipating the magnitude of the occasion did everything possible for the pleasure and enjoyment of the attendants.

About six hundred light-hearted young people "tripped the light fantastic toe" to the voluptuous strains of music by the Big Six Orchestra. The occasion was one of supreme enjoyment to everyone present. There was nothing to mar the pleasure of the evening. The entire show troupe came in after the performance and graced the social with their presence.

At intermission an elegant collation was served at the New Johnson House, where the guests repaired for luncheon. After supper, returning to the rink, the streets were alive with people. Ladies, caring for their dancing costumes, could be seen picking their way through the wet. But still even this served as no detriment to their enjoyment. The Brotherhood will be considerably benefitted financially by the ball, as well as affording one of the most delightful occasions of the season.—*Logansport Journal*.

The foregoing report is of the 12th Annual Ball of Good Will Lodge No. 52, which occurred on November 23d. A good time was had and the reputation of No. 52 for giving the choicest balls of the season was well sustained.

For the Magazine:

A FATHER'S PRAYER ON HIS DAUGHTER'S BIRTHDAY.

All holy and eternal God, thou who art everywhere,
Thou who provides the raven's food, hear thou my humble prayer.
Shield thou my child from every ill that may beset her path;
Guide and direct and keep her still, defend her from thy wrath.

If thou'st decreed that she may see still other natal days,
Grant each may bring her near'r heaven, her earthly father prays,
My Lord, my God, my Heav'nly King, my Father and my Friend,
Bless thou my child, Lord, day by day, and bless her to the end.

—Edward Splaine.

Resolutions.

SALIDA, CAL., October 3, 1887.

At a regular meeting of Mount Ouray Lodge, No. 140, on the above date the following resolutions were adopted, viz:

WHEREAS, Death has taken away our beloved brother, Benjamin F. Miller, and

WHEREAS, Our Lodge has lost an honored member, the family a loving son and brother and the community a faithful citizen; therefore be it

Resolved, That we extend our heartfelt sympathies to the bereaved family, and as a slight token of respect to the departed drape our charter in mourning for a period of thirty days. Also send a copy of these resolutions to the family, to the *Locomotive Firemen's Magazine* and record them on the minutes of our Lodge.

L. W. JONES, }
J. W. HARDY, } *Committee.*
C. C. WARMAN, }

CORNICANA, TEX., October 12, 1887.

At a regular meeting held by Magnolia Lodge, No. 23, the following resolutions were unanimously adopted:

WHEREAS, The members of this Lodge are called upon for the first time to drape their charter in mourning, it having been the will of Almighty Good to remove from our midst our most worthy and beloved brother, N. E. Scales, who was killed by the explosion of his engine on September 6th, 1886.

WHEREAS, Magnolia Lodge has lost a good member, the Brotherhood an earnest worker, his relatives a young man that they might well feel proud of; therefore, be it

Resolved, That in the death of Brother N. E. Scales this Lodge has lost one of its promising members; the community in which he lived an equally promising citizen.

Resolved, That as a tribute of respect to the memory of our deceased brother we drape our charter in mourning for the space of thirty days; that these resolutions be spread upon the minutes of the Lodge, a copy sent to the family of the deceased and a copy sent to the Corsicana papers and the *Firemen's Magazine* for publication.

JNO. H. DUNKIN, }
JOHN BARRY, } *Committee.*
W. H. NICOL, }

MARSHALLTOWN, IA., October 25, 1887.

At a regular meeting of Guide Lodge, No. 125, held September 25th, 1887, the following resolutions were unanimously adopted:

WHEREAS, Through the inevitable changes to which the life of a railway employe is subject, it becomes necessary for our esteemed Master Mechanic to of the Central Iowa Railway, Mr. John Player, to depart from among us for a position of more importance on the Wisconsin Central Railway, and

WHEREAS, Mr. John Player has on every occasion shown himself a firm and true friend of our Order, and has done all in his power to promote and advance our interests, therefore be it

Resolved, That it is with feelings of regret that we witness his departure from among us. That the thanks of this Lodge are tendered to him for the efforts he has put forth in our behalf in endeavoring to raise the standard of locomotive enginemen. And while we fully realize the loss we have sustained in his departure, we must congratulate Golden Rule Lodge on their acquisition. They will find him a man ready and willing to help those who are willing and show a disposition to help themselves. Be it further

Resolved, That a copy of these resolutions be spread on the minutes of this meeting, a copy sent to the *Magazine* for publication; also a copy sent to Mr. Player's late residence, and a copy to Golden Rule Lodge, No. 131.

W. M. GALLUP, }
MYLES KELLEHER, } *Committee.*
GUY STRONG, }

Acknowledgments.

HUNTINGTON, September 15, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—Please accept my heartfelt thanks for the payment of the insurance due me on the death of my husband. Words fail to express my gratitude. May heaven ever bless the noble Brotherhood is the wish of

MRS. PATRICK BURNS.

WALPOLE, N. H., October 20, 1887.

To the Members of W. A. Foster Lodge, No. 216, B. of L. F.:

GENTLEMEN:—Please accept my most sincere thanks for the payment of \$1,500 on the policy held by my late brother, Frank S. Watkins. Also many thanks for the beautiful flowers that were brought, and for the kindness of the members who attended his funeral. With best wishes for the prosperity of the Brotherhood, I remain,

Yours sincerely,

MRS. ANNA WATKINS.

BEATRICE, NEB., August 20, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—Words can not express the gratitude I feel as I acknowledge the receipt of a draft for \$1,500, due me on my disability claim. The draft was presented to me by Albert Cole, Receiver of Overland Lodge No. 123. I also tender to the members of No. 123 my warmest thanks for their kindness during my long period of sickness and disability. Hoping that God will bless all the members, and that the Brotherhood will continue to prosper and be successful, I remain,

Your disabled brother,

C. HABIG.

CORNICANA, TEX., November 21, 1887.

To the Officers and Members of the B. of L. F.:

GENTLEMEN: I have just received through Messrs. Nicol and Barry, a draft for fifteen hundred dollars (\$1,500), on the policy held by my son, N. E. Scales. Please accept my heartfelt thanks for the prompt adjustment of the claim. May God bless your noble Order and let it continue to be the blessing it now is. I sincerely thank the members of Magnolia Lodge for their great kindness to my poor boy and their kind sympathy to me in my great sorrow. My prayer is that they may all be saved from so sudden and terrible a death. But when they are called one by one may they all meet around the throne of God.

Sincerely,

MRS. SCALES.

LACROSSE, WIS., September 19, 1887.

To the Grand Lodge of B. of L. F.:

I am in receipt of \$1,500 benefits, from our Order, for injuries which I sustained in the accident which occurred at Benton, Me., on the 3d day of September, 1886, and desire to express in some slight degree my appreciation of our noble Brotherhood. It has stood by me to the letter and in the spirit of its principles. All that it professes to do for its members, when misfortune overtakes them, it has done for me in those dark days when my life was in peril and pain was racking my body; rendering invaluable aid to a kind Providence, that has eventually restored to me some measure of good health. Now that my injuries have left me physically unfit to resume my old calling, comes this benefit like a true and practical right hand of fellowship to help me along the highway of life and business. From my heart I thank the Brotherhood for its kindness and generosity, and pledge to it anew undying fidelity.

Yours in B. of L. F.,

C. A. GIFFORD,
Great Eastern Lodge No. 4.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

JANUARY, 1888.



OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE IND., January 2, 1888.

Assessment Notice for January.

ASSESSMENT NOTICE NO. 14.

To Subordinate Lodges.

DEAR SIRS AND BROTHERS: You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 131. Geo. H. Powell, of Mount Hood Lodge, No. 167, died of Heart Disease, Aug. 17, 1887.

CLAIM No. 132. Geo. Donnelly, of Kennesaw Lodge, No. 247, was killed in a Collision, September 14, 1887.

CLAIM No. 133. E. J. Cummings, of Key City Lodge, No. 106, was killed in a Collision, September 19, 1887.

CLAIM No. 134. Wm. G. Richmond, of Key City Lodge, No. 106, was killed in a Collision, September 19, 1887.

CLAIM No. 135. D. Barrett, of Eau Claire Lodge, No. 68, died of Pulmonary Hemorrhage, September 28, 1887.

CLAIM No. 136. J. G. Roeder, of Rocky Mountain Lodge, No. 77, Committed Suicide, October 23, 1887.

CLAIM No. 137. M. C. Maloney, of Progress Lodge, No. 105, was declared totally disabled with Consumption, November 1, 1887.

CLAIM No. 138. Chas. Troegle, of Great Western Lodge, No. 24, was declared totally disabled with Compound Fracture and Anchylosis, November 5, 1887.

CLAIM No. 139. Thos. M. Teasdale, of J. M. Raymond Lodge, No. 49, was killed by Railroad Accident, November 7, 1887.

CLAIM No. 140. E. F. Ward, of Cooke Lodge, No. 358, was totally disabled by Amputation of Foot, November 7, 1887.

CLAIM No. 141. A. S. Loyd, of Pine City Lodge, No. 81, was declared totally disabled with Consumption, November 8, 1887.

CLAIM No. 142. J. B. Rawlings, of Rose City Lodge, No. 45, died of Malarial Fever, November 12, 1887.

AN assessment of ONE DOLLAR is levied upon Claim No. 142, and all members who were admitted on or before November 12th, 1887, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before January 25, 1888, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

Special Notices.

PASS.

Quarterly Pass No. 1 taking effect January 1st has been forwarded to the Master of each Lodge.

ADDRESSES OF MEMBERS.

Any member who fails to receive his *Magazine* regularly will please notify the Editor at once giving the number of his Lodge and his correct postoffice address.

OFFICERS' ADDRESSES.

Each officer of Subordinate Lodges is requested to examine his name and address in this issue of the *Magazine* and if there is any error in it to notify the Grand Secretary at once so the correction can be made.

TO SECRETARIES.

Upon the initiation of an applicant you will at once forward the "application for beneficiary certificate" to the Grand Lodge. See to it that this blank is filled out in every particular before sending it, otherwise the Grand Lodge can not accept it. See Rule 8 on the application.

UNION MEETING.

There will be a grand Union Meeting at South Easton, Pa., under the auspices of Onoko Lodge, No. 211, on Sunday, February 19th, to which all members in good standing are invited. The grand officers will be in attendance and will ex-empilly and instruct in the work of the Order and it is hoped that all Lodges in that locality will be represented.

RECEIPTS.

A member to be in good standing to date must hold a receipt for his *Grand Dues* for the year ending July 31st, 1888; also for *Subordinate Dues* for the quarter ending January 31st, 1888; also for *Assessment No. 13* (for December); also for *Special Assessment No. 2*. Any member not holding these receipts stands suspended from all the benefits of the Order, and can only be reinstated by a vote of his Lodge. Examine your receipts and see that you have have them correct.

POLICY SLIPS.

Each member has received (or should have received) from his Secretary, a small printed slip, to fill out for his new insurance policy, with instructions to return same without delay. Secretaries complain that members do not fill out their blanks, and hence they cannot send their lists of membership to the Grand Lodge. We desire to impress upon the mind of each member the necessity of *filling out this slip at once* and returning it to the Secretary of the Lodge, and we would impress upon each Secretary the necessity of sending in his membership lists with accompanying slips without unnecessary delay, so that new policies can be issued, *as required by law*. Let there be no delay in carrying out these instructions.

GRAND MASTER'S APPOINTMENTS.

The Grand Master has made the following appointments for the month of January, viz.:
Lodge No. 283, Great Bend, Pa., Tuesday 10th;

Lodge No. 227, Binghamton, N. Y., Wednesday, 11th; Lodge No. 121, Corning, N. Y., Thursday, 12th; Lodge No. 71, Oneonta, N. Y., Friday, 13th; Lodge No. 271, Stanhope, N. J., Saturday, 14th; Lodge No. 272, Junction, N. J., Sunday, 15th; Lodge No. 350, Perth Amboy, N. J., Monday, 16th; Lodge No. 309, Long Island, N. Y., Tuesday, 17th; Lodge No. 349, Union Hill, N. J., Wednesday, 18th; Lodge No. 354, Hoboken, N. J., Saturday 21st.

The foregoing appointments are made on condition that the Grand Master is not called elsewhere for the adjustment of grievances. The adjustment of grievances takes priority of all other business.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. and T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., January 2d, 1888. }

Subordinate Dues Notice.

THIRD QUARTER, 1887-88.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified that your Subordinate Dues for the quarter ending April 30th, 1888 (being the third quarter in the year 1887-88), are now payable and must be paid to the Collector of your Lodge on or before February 1st, 1888, otherwise you will stand suspended from all benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 55 of the Constitution of Subordinate Lodges.

Yours fraternally,

EUGENE V. DEBS, G. S. and T.

Information Wanted.

PETER MURPHY.

Any one knowing the whereabouts of Bro. Peter Murphy, formerly employed as an engineer on the C. P. R., will confer a great favor by advising his father, Mr. Stephen Murphy. Address: Shakespeare, Ontario, Perth County.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., December 1, 1887. }

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending November 30, 1887:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 11.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 11.	TOTAL.
227	\$5 00	\$71 00	\$76 00	23	7 00	37 00	44 00
121	18 00	18 00	36 00	24	65 00	85 00	150 00
71	153 00	169 00	322 00	25	3 00	79 00	82 00
271	91 00	94 00	185 00	26	78 00	78 00	156 00
272	84 00	84 00	168 00	27	6 00	81 00	87 00
350	53 00	58 00	111 00	28	2 00	37 00	39 00
309	32 00	32 00	64 00	29	18 00	18 00	36 00
349	35 00	40 00	75 00	30	1 00	25 00	26 00
354	211 00	230 00	441 00	31	6 00	48 00	54 00
	98 00	98 00	196 00	32	1 00	25 00	26 00
	52 00	52 00	104 00	33	58 00	57 00	115 00
	19 00	19 00	38 00	34	13 00	7 00	20 00
	56 00	61 00	117 00	35	61 00	56 00	117 00
	37 00	37 00	74 00	36	47 00	47 00	94 00
	27 00	28 00	55 00	37	61 00	61 00	122 00
	37 00	38 00	75 00	38	1 00	44 00	45 00
	16 00	25 00	41 00	39	1 00	76 00	77 00
				40		21 00	21 00
				41			
				42			
				43			
				44			

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 11.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 11.	TOTAL.
45	\$5 00	\$66 00	\$71 00	127	...	\$62 00	\$62 00
46	2 00	92 00	94 00	128	...	23 00	23 00
47	...	69 00	69 00	129	...	59 00	59 00
48	...	41 00	41 00	130	\$2 00	85 00	87 00
49	...	104 00	104 00	131	38 00	43 00	81 00
50	15 00	49 00	64 00	132	3 00	39 00	42 00
51	3 00	97 00	100 00	133	1 00	31 00	32 00
52	...	26 00	26 00	134	...	32 00	32 00
53	6 00	88 00	94 00	135	8 00	37 00	45 00
54	...	25 00	25 00	136	...	27 00	27 00
55	10 00	21 00	31 00	137	...	38 00	38 00
56	9 00	220 00	229 00	138	23 00	21 00	44 00
57	...	10 00	10 00	139	10 00	52 00	62 00
58	8 00	69 00	77 00	140	27 00	95 00	122 00
59	1 00	78 00	79 00	141	8 00	58 00	66 00
60	3 00	76 00	79 00	142	1 00	12 00	13 00
61	4 00	51 00	55 00	143	9 00	28 00	37 00
62	...	42 00	42 00	144	...	\$32 00	\$32 00
63	27 00	10 00	37 00	145	\$105 00	...	105 00
64	...	56 00	56 00	146	...	40 00	40 00
65	2 00	49 00	51 00	147	...	18 00	18 00
66	3 00	104 00	107 00	148	11 00	216 00	227 00
67	6 00	68 00	74 00	149	8 00	44 00	52 00
68	1 00	42 00	43 00	150	3 00	52 00	55 00
69	1 00	33 00	34 00	151	1 00	16 00	17 00
70	...	67 00	67 00	152	10 00	27 00	37 00
71	4 00	119 00	123 00	153	5 00	34 00	39 00
72	\$3 00	\$64 00	\$67 00	154	12 00	...	12 00
73	1 00	25 00	26 00	155	2 00	41 00	43 00
74	8 00	137 00	145 00	156	5 00	23 00	28 00
75	4 00	24 00	28 00	157	4 00	57 00	61 00
76	...	96 00	96 00	158	54 00	25 00	79 00
77	27 00	50 00	77 00	159	...	45 00	45 00
78	...	47 00	47 00	160	3 00	52 00	55 00
79	6 00	91 00	97 00	161	5 00	98 00	103 00
80	1 00	75 00	76 00	162	...	23 00	23 00
81	...	76 00	76 00	163	6 00	34 00	39 00
82	...	51 00	51 00	164	2 00	41 00	43 00
83	1 00	65 00	66 00	165	...	28 00	28 00
84	...	40 00	40 00	166	...	48 00	48 00
85	69 00	54 00	123 00	167	...	107 00	107 00
86	27 00	...	27 00	168	...	42 00	42 00
87	...	46 00	46 00	169	...	20 00	20 00
88	3 00	23 00	26 00	170	47 00	...	47 00
89	15 00	18 00	33 00	171	1 00	42 00	43 00
90	...	39 00	39 00	172	7 00	107 00	114 00
91	...	67 00	67 00	173	4 00	89 00	93 00
92	...	50 00	103 00	174	...	15 00	15 00
93	58 00	100 00	158 00	175	1 00	48 00	49 00
94	...	48 00	48 00	176	2 00	58 00	60 00
95	2 00	47 00	49 00	177	7 00	44 00	51 00
96	78 00	27 00	105 00	178	8 00	7 00	15 00
97	...	28 00	28 00	179	14 00	21 00	35 00
98	2 00	82 00	84 00	180	...	34 00	34 00
99	9 00	29 00	38 00	181	...	31 00	31 00
100	4 00	135 00	139 00	182	...	21 00	21 00
101	...	36 00	40 00	183	...	14 00	14 00
102	11 00	93 00	104 00	184	19 00	42 00	61 00
103	1 00	23 00	24 00	185	12 00	75 00	87 00
104	...	97 00	98 00	186	...	15 00	15 00
105	1 00	23 00	24 00	187	5 00	34 00	39 00
106	2 00	84 00	86 00	188	...	44 00	44 00
107	...	21 00	21 00	189	2 00	10 00	12 00
108	...	66 00	70 00	190	...	40 00	40 00
109	4 00	...	...	191	...	26 00	26 00
110	...	56 00	56 00	192	...	27 00	27 00
111	...	45 00	45 00	193	...	35 00	35 00
112	...	22 00	23 00	194	1 00	50 00	51 00
113	1 00	18 00	19 00	195	...	48 00	48 00
114	...	23 00	23 00	196	...	...	...
115	30 00	23 00	53 00	197	...	...	...
116	47 00	49 00	96 00	198	...	...	...
117	...	52 00	52 00	199	...	...	...
118	...	32 00	33 00	200	...	...	...
119	1 00	81 00	82 00	201	...	...	...
120	...	57 00	57 00	202	...	...	...
121	...	55 00	110 00	203	...	...	...
122	2 00	69 00	71 00	204	...	...	...
123	...	31 00	41 00	205	...	...	...
124	10 00	31 00	41 00	206	...	...	...
125	3 00	31 00	34 00	207	...	...	...
126	48 00	31 00	79 00	208	...	...	...

Beneficiary Statement—Continued.

Lodge No.	Back Asses'm'ts.	Asses'm't No. 11.	TOTAL.	Lodge No.	Back Asses'm'ts.	Asses'm't No. 11.	TOTAL.
209	3 00	21 00	24 00	291	1 00	63 00	64 00
210		35 00	35 00	292		24 00	24 00
211		56 00	56 00	293		34 00	34 00
212	3 00	26 00	29 00	294	1 00	18 00	19 00
213		29 00	29 00	295		24 00	24 00
214	1 00	36 00	37 00	296			
215	1 00	49 00	50 00	297		15 00	15 00
216	4 00	53 00	57 00	298	1 00	17 00	18 00
217		27 00	27 00	299	3 00	35 00	38 00
218				300		41 00	41 00
219	9 00	44 00	53 00	301		24 00	24 00
220	1 00	54 00	55 00	302	1 00	20 00	21 00
221		34 00	34 00	303			
222	41 00	23 00	64 00	304	1 00	23 00	24 00
223	1 00	14 00	15 00	305			
224	6 00	28 00	34 00	306		\$33 00	\$33 00
225	\$21 00		\$21 00	307	\$3 00	41 00	44 00
226		\$28 00	28 00	308	17 00	19 00	36 00
227		22 00	22 00	309	5 00	24 00	29 00
228		111 00	111 00	310		28 00	28 00
229		33 00	33 00	311		19 00	19 00
230		66 00	66 00	312		25 00	25 00
231	6 00	43 00	49 00	313	6 00	29 00	35 00
232		22 00	22 00	314	22 00	6 00	28 00
233	22 00	22 00	44 00	315	1 00	83 00	34 00
234		19 00	19 00	316	3 00	39 00	42 00
235		39 00	39 00	317	1 00	56 00	57 00
236		14 00	14 00	318		17 00	17 00
237	4 00	49 00	53 00	319	75 00	24 00	99 00
238	11 00	22 00	33 00	320			
239	37 00	26 00	63 00	321	19 00	15 00	34 00
240	14 00	84 00	98 00	322	6 00	32 00	38 00
241	1 00	22 00	23 00	323	2 00	40 00	42 00
242		64 00	64 00	324	38 00	17 00	55 00
243		18 00	18 00	325	1 00	19 00	20 00
244	1 00	74 00	75 00	326	2 00	28 00	30 00
245	1 00	26 00	27 00	327		18 00	18 00
246		29 00	29 00	328	2 00	31 00	33 00
247		23 00	23 00	329		16 00	16 00
248	1 00	23 00	24 00	330	1 00	20 00	21 00
249	6 00	11 00	17 00	331			
250		75 00	75 00	332	21 00	15 00	36 00
251		43 00	43 00	333	2 00	67 00	69 00
252		86 00	86 00	334	18 00		18 00
253		33 00	33 00	335	4 00	18 00	22 00
254	4 00	31 00	35 00	336	3 00	7 00	10 00
255	47 00	30 00	77 00	337	4 00	39 00	43 00
256		34 00	34 00	338		17 00	17 00
257	1 00	17 00	18 00	339		\$14 00	\$14 00
258		16 00	16 00	340		18 00	18 00
259		15 00	15 00	341		15 00	15 00
260	24 00		24 00	342	\$12 00		12 00
261	2 00	33 00	35 00	343		17 00	17 00
262		25 00	25 00	344		13 00	13 00
263	3 00	35 00	38 00	345			
264	4 00	38 00	42 00	346		13 00	13 00
265		53 00	53 00	347		10 00	10 00
266		48 00	48 00	348		14 00	14 00
267	29 00		29 00	349	7 00	36 00	43 00
268	2 00	14 00	16 00	350	1 00	21 00	22 00
269	1 00	27 00	28 00	351		14 00	14 00
270		53 00	53 00	352	3 00	30 00	33 00
271		24 00	24 00	353		14 00	14 00
272		30 00	30 00	354	1 00	46 00	47 00
273		39 00	39 00	355	2 00	20 00	22 00
274	6 00	9 00	15 00	356		23 00	23 00
275	24 00		24 00	357	1 00	58 00	59 00
276	5 00		5 00	358			
277	3 00	8 00	11 00	359		17 00	17 00
278		10 00	10 00	360		24 00	24 00
279	6 00		6 00	361		20 00	20 00
280	6 00	34 00	40 00	362		12 00	12 00
281	2 00	28 00	30 00	363		16 00	16 00
282	3 00	26 00	29 00	364		10 00	10 00
283	4 00	39 00	43 00	365		21 00	21 00
284	1 00	75 00	76 00	366			
285	5 00	38 00	43 00	367		12 00	12 00
286	7 00	70 00	77 00	368			
287		90 00	90 00	369		15 00	15 00
288		17 00	17 00	370			
289	1 00	11 00	12 00	371		3 00	3 00
290	6 00	23 00	29 00	372		9 00	9 00

Balance on hand November 1 \$27,363 00
 Received during month 16,189 00

Total \$43,552 00
 By Claims 111, 112, 113, 114, 115, 116, 117, 118,
 119, 120, 121, 122, 123, 124 and 125 22,500 00

Balance on hand December 1 \$21,052 00

Respectfully submitted,
 EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT Grand Master
 Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
 Box 655, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
 Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
 Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

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 Box 738, Fort Dodge, Iowa.

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F. X. HOLL 806 22d ave S., Minneapolis, Minn.

W. H. McDONNELL 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.
 Meets in Union Hall at 2 P. M. every Sunday.
 G. E. Carmer Master
 John Downs, Box 311 Secretary
 Wm. Van Dine Collector
 C. E. Barkman, Box 26 Receiver
 H. McAllister Magazine Agent

2. HAND IN HAND; Providence, R. I.
 Meets 2d Monday of each month, at 8:30 P. M., in
 Engineers' Hall.
 C. Anthony Taft, 326 Chalkstone ave Master
 C. E. Harman, East Providence Secretary
 Willis A. Aldrich, 217 Smith st. Collector
 J. W. Williams, 25 Kilton st., Taunton,
 Mass. Receiver
 Willis A. Aldrich, Valley Falls, Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.
 Meets 2d and 4th Sundays in bank building, Cor.
 Washington and Plymouth Sts.
 Jos. Capner, Jr Master
 E. P. Hutton, 178 Fourth St Secretary
 J. B. Sweet, 147 Academy St Collector
 C. E. Benter, 403 E. 60th St., New York
 City Receiver
 George Auchter, 205 Third St. Magazine Agent

4. GREAT EASTERN; Portland, Maine.
 Meets in B of L. F. Hall, 1st and 3d Sundays.
 L. G. Shaw, 22 Beckett St Master
 C. D. Getchell, 1033 Congress st Secretary
 A. E. Dennison, 23 Merrill St Collector
 F. A. Huff, 49 Hanover St Receiver
 F. E. Pottle, 28 Hancock St Magazine Agent

- 4. CHARITY; St. Thomas, Ontario.**
Meets in Engineer's Hall every Tuesday at 8 P. M.
Thos. Quirk, Box 784 Master
A. S. Adams, Box 1313 Secretary
M. J. Blanche, Box 784 Collector
Frank Tarrill, Box 784 Receiver
Wm. Deyell, Box 784 Magazine Agent
- 6. PRIDE OF THE WEST; De Soto, Mo.**
Meets 1st and 3d Mondays at 1 P. M.
R. H. Lanham, Box 403 Master
F. J. Parker, Box 431 Secretary
Fred Gratiot Collector
John Moore, Box 189 Receiver
Wm. Roes Magazine Agent
- 7. POTOMAC; Washington, D. C.**
Meets 2d and 4th Sunday of each month at 2 P. M., Cor. 13 $\frac{1}{2}$ and E St. N. W.
James B. May 47 $\frac{1}{2}$ F. St. S. W. Master
Wm. C. Jasper, 623 Penn'a Ave., N. W. Secretary
A. J. Williams, 327 U. St., S. W. Collector
P. P. Luddy, 426 4 $\frac{1}{2}$ St. S. W. Receiver
J. E. Johnson 327 Virginia Ave., S. W., Mag. Agent
- 8. RED RIVER; Denton City, Texas.**
Meets in King's Hall, Woodford St., every Saturday at 7 P. M.
J. F. Cramer Master
Louis Horner, L. Box 682 Secretary
J. J. Croften, L. Box 318 Collector
J. Croften, L. Box 318 Receiver
C. W. Jeffries Magazine Agent
- 9. FRANKLIN; Columbus, Ohio.**
Meets at 64 $\frac{1}{2}$ N. High St., first Monday and third Tuesday evenings.
F. W. Arnold, 544 E. Main St. Master
C. C. Colt, 204 Baird St. Secretary
N. T. Bynon, 325 Mt. Vernon ave. Collector
F. J. Kistler, 212, 214 South High St. Receiver
F. F. Ellis, 108 W. Maple St. Magazine Agent
- 10. FOREST CITY; Cleveland, Ohio.**
Meets 2d and 4th Tuesdays at 7 P. M., in Odd Fellows Hall, 52 Public Square.
J. F. Tousley, 192 Merchants ave. Master
A. G. Laubscher, Seward St., W. Secretary
T. P. Curtis, 41 West Madison St. Collector
John Crouse, 41 Penn St. Receiver
R. Quinlan, 14 Fairfield St. Mag. Agent
- 11. EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays in Grimers Hall.
Ruben Tyndall Master
C. A. Stevenson Secretary
Oliver Kidney, 633 Main St. Collector
J. W. Sinclair, L. Box 96 Receiver
E. Platt, Shimmers, Warren Co. N. J. Mag. Agent
- 12. BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. J. Knauff, 61 Delaware Place Master
Wm. J. Bruman, 395 Swan St. Secretary
H. Adams, 252 Seneca St. Collector
F. H. Coe, 4 Hickory St. Receiver
H. Drksen, 1100 Elk St. Magazine Agent
- 13. WASHINGTON; Jersey City, N. J.**
Meets 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M. Cor. Maple St. and Pacific Ave.
C. A. Wilson, 147 Pacific Ave. Master
Mellick Shick, 141 Pacific Ave. Secretary
P. C. Quick, Somerville, N. J. Collector
C. A. Wilson, 147 Pacific Ave. Receiver
D. M. Blake Magazine Agent
- 14. BUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. at 34 W. Washington St., fourth floor.
Wm. P. McBride, 485 E. Georgia St. Master
Wm. Hugo, 45 Rucker St. Secretary
E. J. Kline, 635 North West St. Collector
Wm. Hugo, 45 Ruckle St. Receiver
Geo. A. Hamilton, Brightwood, Ind., Mag Agent
- 15. ST. LAWRENCE; Montreal, Canada.**
Meet in St. Charles Club Room, Point St. Charles.
James Murphy, 455 Wellington St., Point St. Charles, Montreal Master
James Ashcroft, 114 Congregation St., Point St. Charles, Montreal Secretary
W. F. Stocker, 127 $\frac{1}{2}$ Bourgeois St., Point St. Charles, Montreal Collector
H. J. Clarke, 40 $\frac{1}{2}$ Charron St., St. Gabriel, Montreal Receiver
H. J. Clarke, 40 $\frac{1}{2}$ Charron St., St. Gabriel, Montreal Mag. Agent
- 16. VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs Master
J. F. O'Reilly, 431 N. 4th St. Secretary
Henry Balesdorf, 203 N. 12th St. Collector
C. A. Bennett, 1004 N. 9th St. Receiver
E. W. Bundy, 702 N. 14 $\frac{1}{2}$ St. Magazine Agent
- 17. PINE RIDGE; Chadron, Neb.**
Meets 1st and 3d Sundays of each month, at Masonic Hall.
W. M. Shirley, Box 341 Master
John White, Box 366 Secretary
John White, Box 366 Collector
R. Chandler, L. Box 307 Receiver
J. H. Butler, L. Box 307 Magazine Agent
- 18. WEST END; Slater, Mo.**
Meets in I. O. O. F. Hall 1st and 3d Sunday nights.
E. A. Jones, Box 128 Master
C. S. Frazier Secretary
Greeley Olds Collector
J. Andy Kinney Receiver
E. H. Matrice Magazine Agent
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:00 P. M.
J. B. Cunningham, Box 8 Master
W. J. Patten, Box 8 Secretary
H. E. Huston, Box 8 Collector
J. S. Raitt, Box 8 Receiver
H. L. Huston Magazine Agent
- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 P. M.
Geo. C. Wells, Box 117 Master
W. R. Van Harten, Box 412 Secretary
Wm. Zerwick, Box 252 Collector
W. R. Van Harten, Box 412 Receiver
E. L. Fick Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M., at Eighth and Lafayette Sts.
Phil. C. Snyder, 712 S. Eighteenth St. Master
Eli Giclas, 1021 Gratton St. Secretary
Chas. Ladenberger, 800 Geyer Ave. Collector
W. A. Murphy, 944 Chouteau Ave. Receiver
Eli Giclas, 1021 Gratton St. Magazine Agent
- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
L. Sullivan, Box 337 Master
F. A. Bonner Secretary
Dan. O'Connor Collector
Jas. A. Gibson Receiver
C. W. Patterson Magazine Agent
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Sundays at Odd Fellows Hall, S. W. cor. Main and Brooks Sts.
M. Stevens Master
J. H. Snoddy, Box 7 Secretary
J. S. Ott, Box 341 Collector
J. H. Snoddy, Box 7 Receiver
J. M. Morgan Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meet in I. O. O. F. Hall on Johnson Ave., every
Wednesday at 2:30 P. M.
W. H. Cummings Master
F. E. Green Secretary
Joe Morris Collector
Simon Rogers Receiver
E. C. Brownson Mag. Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.
T. W. Smith Master
F. A. Reese Secretary
H. C. Barron Collector
O. Dougherty Receiver
H. C. Barron Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets 2d and 4th Mondays in B. L. E. Hall.
A. E. Brown, Box 1057 Master
Thomas Williams Secretary
H. E. Megee Collector
C. W. Lambertson Receiver
Chas. Stewart, Box 796 Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets 2d Sunday and 4th Mondays at 7:30 P. M.
at Room 18 O'Hara's Block.
Fred. McArdle, 67 6th Ave Master
S. D. Byers, 252 Third St., W Secretary
J. L. Jennings, 328 G Ave. W Collector
C. B. Everette, 46 avenue A Receiver
S. D. Byers, 252 Third St. W Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets every Wednesday at 7:30 P. M.
Chas. W. Baskins Master
John T. Stewart, Box 367 Secretary
W. H. Coleman, Box 214 Collector
A. M. Coffenberger Receiver
W. H. Coleman, Box 214 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evening of each month
cor. Second and Main Sts.
F. S. Patton, Box 292 Master
John Schuster Secretary
Max Newbours Collector
J. H. Fulton, Box 708 Receiver
John N. Phelps, Box 171 Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meet in Black Hawk Hall, Lafayette St. and E.
Waterloo, 1st and 3d Sundays at 2 P. M.
E. T. Gregory, 514 Saxon St Master
R. A. Corson, Box 1154 Secretary
E. T. Gregory, 514 Saxon St Collector
R. A. Corson, Box 1154 Receiver
F. Fern, care J. C. R. R. shop Magazine Agent

31. B. E. CENTRE; Atchison, Kansas.

Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d
and Commercial St.
M. Warner, 1001 Commercial St Master
C. H. Salisbury, 103 Fourteenth St Secretary
W. D. Foster, 1303 N. Main St Collector
Frank Johnson, 713 North st Receiver
Chas. H. Norries, 1985 Commercial st., Mag. Agent

32. BORDER; Ellis, Kansas.

Meets Tuesday evenings at 7:30 in I. O. O. F. Hall.
G. M. McClure, Box 205 Master
J. L. Clark, Box 244 Secretary
A. M. Petrie, Box 103 Collector
T. J. Welsh, Box 107 Receiver
Harry Stigal Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in O. R. C. Hall 1st and 3d Mondays at 2
P. M., and 2d and 4th Mondays at 7 P. M.
R. N. Sugg Master
J. M. Griffin Secretary
Wm. Echemen Collector
F. White Receiver
F. Fischer Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets 1st and 3d Sundays at 2:30 P. M. in Engi-
neer's Hall, Fourth St.
John A. Lake, 419 Tenth Ave Master
J. M. Wheeler, 515 Comanche Ave Secretary
F. A. Kinch, 522 Seventh Ave Box 381 Collector
Geo. P. Smith, 412 Eleventh Ave Receiver
Joseph F. Butler Mag. Agent

35. AMBOY; Amboy, Ill.

Meets 1st and 3d Sundays of every month.
C. R. Rosier, Box 498 Master
J. F. Maloney, Box 889 Secretary
Nicholas Kastler Collector
J. J. Orchard Receiver
Warren Fessiden Magazine Agent

36. TIPPECANOE; Lafayette, Ind.

Meets in Red Men's Hall at 2 P. M. Sundays.
Chas. Ernst, 182 Union St Master
G. H. Newburg, 160 N. Sixth St Secretary
W. H. Willoughby, 29 N. 8d St Collector
F. T. Korty, 29 N. 8d St Receiver
M. Hewes, 78 Smith St Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets every Sunday at 2 P. M.
C. E. Gillen, Champaign, Ill Master
W. D. Holton Secretary
J. Bowls, Champaign, Ill Collector
C. H. Randall Receiver
T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets 1st and 3d Sundays at 2 P. M.
Wm. O'Brien, Box 318 Master
J. T. Burke, Box 318 Secretary
Wm. O'Brien, Box 318 Collector
G. Nursey, Box 318 Receiver
E. A. Ball, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

W. T. Clark, 328 Twentieth St Master
C. J. Dahl, 862 9th Ave Secretary
C. J. Dahl, 862 9th Ave Collector
J. O. Boyll, 518 Andrews St Receiver
Carl Boltz, 3027 Fifth Ave Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets 910 W. Chestnut st. Tuesdays, at 7:30 P. M.
E. Brownning, 714 1/2 W. Washington St Master
W. Cavanaugh, 902 N. Lee St Secretary
C. W. Millsbaugh Collector
W. Cavanaugh, 902 N. Lee St Receiver
Ed. J. Spreen, 608 N. Mason St., Magazine Agent

41. ONWARD; Dickinson, Dakota.

Meets every Thursday at 7:30 P. M.
W. F. Cunningham, L. Box 215 Master
John Benedict Secretary
E. E. Hagan Collector
Joe Crosthwaite Receiver
A. Bartlett Magazine Agent

42. ELMO; Madison, Wis.

Meets in Good Templars Hall 2d and 4th Sundays.
M. O'Loughlin, 611 W. Dayton St Master
John Cashen, Cor. Clymer and Broom
streets Secretary
Joseph Parish, Clymer St Collector
M. O'Loughlin, 611 W. Dayton St Receiver
Alfred Tyler, 821 University Ave Mag. Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets 1st and 3d Thursdays at I. O. O. F. Hall, 10
Pacific St.
F. O. Porter, N. E. Cor. Thirteenth and
Penn. Sts Master
C. B. Wilson, 2208 S. Sixth St Secretary
J. Hyndman, 2216 S. Sixth St Collector
C. B. Wilson, 2208 S. Sixth St Receiver
C. B. Wilson, 2208 S. Sixth St Magazine Agent

- 44. F. W. ARNOLD; East St. Louis, Ill.**
Meets alternate Tuesdays, at 7:30 P. M. in Jack-
sch Hall on Missouri and Main sts.
T. J. Hayes, Box 375 Master
C. E. Long, Box 354 Secretary
John U. Roy Collector
Thos. Halpin Receiver
Edward Hayes, Box 288 Magazine Agent
- 45. BOSE CITY; Little Rock, Ark.**
Meets in Quapaw Hall every Monday night.
Jept Stout, 806 W. Fifth St Master
Ed Chamberlain, 815 Water St Secretary
Thos. A. Howell, 1704 W. 3d St Collector
George Emery, 1409 West 4th St Receiver
W. N. Horton, 1704 W. Third St. Magazine Agent
- 46. CAPITAL; Springfield, Ill.**
Meets at Engineers' Hall, 217 South 5th st, 1st
and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st Master
D. E. Hensley, 911 E. Reservoir st Secretary
J. Shafer, 416 Monroe st Collector
Thos. P. Walsh, 1424 South 7th st Receiver
W. Maisebacher, 1228 E. Capitol ave, Mag. Agent
- 47. TRIUMPHANT; Chicago, Ill.**
Meets in P. S. O. A. Hall 2d and 4th Tuesdays at
8 P. M.
Thos. S. Deegan, 298 E 22d St Master
Chas. Sheckner, 187 E. 22d St., Flat 11. Secretary
Thomas Kenney, 144 17th St Collector
Peter Schlacks, 1533 Michigan Ave Receiver
Martin Creighton, 1438 Indiana Ave. Mag. Agent
- 48. W. F. HYNES; Peoria, Ill.**
Meets in G. A. R. Hall 1st Saturday at 7:30 P. M.,
and 3d Sunday at 2 P. M.
A. G. Elbertson, 1024 N. Jefferson St Master
Jos. V. Johnson, 702 Hulburt St Secretary
W. A. McMillan, 211 New St Collector
G. C. Watt, 617 1st St Receiver
John McCart, 324 Apple st Magazine Agent
- 49. J. E. RAYMOND; Decatur, Ill.**
Meets 2d and 4th Sundays at 3 P. M., in Engin-
ers' Hall. E. Eldorado St.
A. H. Sutton, 975 N. Water St Master
Geo. Green, 1172 E. Marietta St Secretary
Wm. H. Slater, 637 E. North st Collector
Geo. Bashford, 730 N. Church St Receiver
Wm. Langelt, 903 N. Morgan st. Magazine Agent
- 50. GARDEN CITY; Chicago, Ill.**
Meets 1st and 3d Saturdays at 7:30 P. M.
H. W. Rouscup, 524 Fifty-sixth St Master
John E. Davis, 5530 Butterfield St Secretary
W. H. Green, 4837 State St Collector
John J. Coffey, 4031 State St Receiver
G. W. Brislen, 4700 Wabash Ave Mag. Agent
- 51. FENCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays of each month at
7:30 P. M. in Masonic Hall.
E. R. Harlan Master
Michael Gaffney Secretary
George Hasler Collector
C. H. Swinger Receiver
Chas. Schuler Mag. Agent
- 52. GOSD WILL; Legansport, Ind.**
Meets every Sundays at 2 P. M., Cor. Fourth and
Market Sts.
E. C. Swadener, 1408 E. Broadway Master
F. P. Jackson, W. Washington St Secretary
F. H. Wilt, 822 Fifteenth St Collector
E. H. Laing, 17:24 Smead St Receiver
Jos. A. Holland, cor Illinois and
Indiana Sts Magazine Agent
- 53. HEPFOLA; Emporia, Kansas.**
Meets 1st and 3d Sundays of each month in A.
O. U. Hall, cor. Fifth and Conn sts.
John Turnpugh, 2 Pine St Master
Arin Deen, Box 1198 Secretary
J. T. Bunt, 475 Neosha St Collector
A. S. Pearce, L. box 1201 Receiver
W. B. Samuels Mag. Agent
- 54. ANCHOR; Moberly, Mo.**
Meet Tuesdays at 7 P. M. in Supplie Bros. Hall.
J. J. Evans, Box 542 Master
L. H. Kettler, Box 113 Secretary
James Scully, Box 543 Collector
James Dickson, Box 110 Receiver
J. S. Hannah, Box 1574 Mag. Agent
- 55. BLUFF CITY; Memphis, Tenn.**
Meets 2d and 4th Thursday evenings, at No. 16
Johnson Ave.
Jacob Fuches, L. & N. Shops Master
John Spellman, L. & N. Shops Secretary
Jacob Wagner, L. & N. Shops Collector
Laurence Fox, L. & N. Shops Receiver
John H. Davis, L. & N. Shops Mag. Agent
- 56. BANNER; Stanberry, Mo.**
Meets every Saturday night at 7:30 P. M.
D. L. Collier Master
T. H. Robotham Secretary
D. L. Collier Collector
J. J. Smith Receiver
George Mock Mag. Agent
- 57. BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays of each month at Odin
Hall, 47 Hanover st.
H. E. Stevens, 5 Davis St Master
R. P. S. Jones, 7 Davis St Secretary
H. S. Allingham, 96 H St., So. Boston. Collector
C. A. Fisher, 32 E. Springfield St Receiver
F. E. Gowey, 33 Gates St., So. Boston, Mag. Agent
- 58. SACRAMENTO; Rocklin, Cal.**
Meet every Monday in Masonic Hall at 1 P. M.
C. C. Brown Master
C. E. Warrington Secretary
C. E. Warrington Collector
M. H. Tuttle Receiver
M. H. Tuttle Magazine Agent
- 59. ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday evening at 7:30.
M. N. Lines 313 Spring St., Pueblo Master
Wm. Walk, Block T, No. 59, Pueblo Secretary
F. E. Pearce, L. Box 439, Pueblo, Colo., Collector
M. C. Donnelly, 316 E. 2d St., Pueblo Receiver
R. S. McAlpin Mag. Agent
- 60. UNITED; Philadelphia, Pa.**
Meets alternate Sundays at Dover Hall, Marshall
St. above Susquehanna ave.
B. F. Pettit, 2053 N. Ninth St Master
Josiah H. Fetters, 2341 Dickinson st, 31st
Ward Secretary
Howard Reeder, 1943 Lawrence st Collector
John A. Falls, 2224 N. 2d St Receiver
J. R. Race, 521 Diamond St Mag. Agent
- 61. MINNEHAHA; St. Paul, Minn.**
Meets 2d and 4th Sundays of each month.
J. A. Scanlan, 939 Burr st Master
D. Lordan, 939 Burr st Secretary
A. E. Carle, 174 Acker St Collector
A. E. Carle, 174 Acker st Receiver
N. E. Munson, 390 Rondo st. Magazine Agent
- 62. VANBERGEN; Carbondale, Pa.**
Meets in Odd Fellows' Hall, 2d and 4th Sundays.
John P. McCawley Master
A. W. Banks, Box 479 Secretary
W. H. Brokenshler Collector
O. E. Histed, L. Box 655 Receiver
Ellsworth Meyers, Box 491 Magazine Agent
- 63. HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gid-
ding's hall, 24, E. Main st.
John Myers, Box 772 Master
E. E. Partlow, 713 N. Hazel St Secretary
John Wakely, Box 772 Collector
John Myers, Box 772 Receiver
T. A. Hudson Mag. Agent

- 64. SIOUX; Sioux City, Iowa.**
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
A. J. Goodrich, 1601 Sixth St. Master
Jas. G. Clevenger, 606 Market St. Secretary
Sidney Weir, 1201 Fifth St. Collector
L. B. Cutting, St. James, Minn. Receiver
Warren Bennett. Mag. Agent
- 65. FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 174 Master
H. H. Richardson Secretary
J. A. Robinson Collector
W. D. Grimes Receiver
Chas. Flowers Magazine Agent
- 66. CHALLENGE; Belleville, Ontario.**
Meets in B. of L. F. Hall, 2d and 4th Sundays at 2:30 P. M.
Robert Milne, Belleville Station Master
Fred Link, Belleville Station Secretary
Wm. Logue, Box 9, Belleville Station Collector
Tim Daly, Jr., Box 99, Belleville Station, Receiver
H. Gorman Magazine Agent
- 67. DOMINION; Toronto, Canada.**
Meets in I. O. O. F. Hall 2d and 4th Sundays at 2:30 P. M.
C. W. O. Dalby, 125 Augusta Ave. Master
S. Vaughan, 228 Wellington St. Secretary
Jas. Pratt, 78 Huron St. Collector
S. Vaughan, 228 Wellington St. Receiver
Geo. E. Crowhurst, 152 Farley Ave., Mag. Agent
- 68. EAU CLAIRE; Altoona, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
Martin E. Cuddy Master
Timothy Anglin Secretary
J. E. Thompson Collector
Pat Keating Receiver
Fred Rogers, 763 Jessie St. Magazine Agent
- 69. ISLAND CITY; Brockville, Ontario.**
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
John M. Phillips, Box 558 Master
T. J. Beehler, Box 558 Secretary
T. Shields, Box 558 Collector
T. J. Beehler, Box 558 Receiver
Benjamin Dickerson Magazine Agent
- 70. LONE STAR; Longview, Texas.**
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. C. Broderick, Box 411 Master
I. H. Stout, Box 411 Secretary
I. H. Stout, Box 411 Collector
Jas. Rutledge, Box 411 Receiver
E. Vallmant, Box 411 Magazine Agent
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meets in B. of L. E. Hall 2d and 4th Sundays at 8 P. M.
Willard Robinson, L. Box 1183 Master
John B. Ingalls Secretary
R. W. Mills Collector
Elmer Kerr Receiver
George Bouck Magazine Agent
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
Wm. Wiggins, 45 Cooper St. Master
Geo. M. Kern, 552 So 4th St. Secretary
Garret M. Western, 565 Bridge St. Collector
Jas. L. Gibbs, Collinswood, N. J. Receiver
Henry Harris, 448 Henry St. Magazine Agent
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 302 Main St.
J. E. Johnson, 18 Castle St. Master
Chas. A. Smith, 124 Central St. Secretary
Geo. T. Craft, 45 Sabin St. Collector
T. E. Davidson, Junction Depot Receiver
John J. Fogerty, 18 Meriden St., Magazine Agent
- 74. KANSAS CITY; Kansas City, Mo.**
Meets in Forrester's Hall alternate Mondays.
D. McDonnell, 2114 Bellevue Ave. Master
R. H. Wilson, Box 41, Armstrong, Kan., Secretary
H. O. Draper, Station A, Kansas City Collector
W. B. Roberts, 1641 Madison Ave. Receiver
H. O. Draper, Station "A" Magazine Agent
- 75. ENTERPRISE; Philadelphia, Pa.**
Meets 1st and 3d Sundays at G. A. R. Hall, N. E. Cor. 38th and Market Sts.
S. H. McFarland, 4059 Filbert St. Master
W. H. Guthrie, 676 N. 34th St. Secretary
Frank Dupell, 3621 Aspen St. Collector
W. H. Guthrie, 676 N. 34th St. Receiver
Frank Dupell, 3021 Aspen St. Magazine Agent
- 76. NEW ERA; Breckenridge, Minn.**
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian Master
John C. Nolan, L. Box 235 Secretary
W. C. Hall Collector
C. S. Hurd Receiver
Fred Whitbred, Box 84 Magazine Agent
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M., at 1526 Larimer st.
Chas. D. Lane, 2646 Lawrence St. Master
W. F. Brundage, 1216 Larimer St. Secretary
Ed Sibley, 709 Curtis St. Collector
W. F. Brundage, 1216 Larimer St. Receiver
J. F. Nally, 2724 Arapahoe St. Magazine Agent
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets 1st, 3d and 5th Saturdays at 7:30 P. M.
T. C. Martin, 417 N. Seventh St. Master
E. R. Park, 519 Ohio St. Secretary
N. W. Mitchell, 321 Randolph St. Collector
Henry Myers, 318 Engineers' St. Receiver
John Holland, 906 E. 4th St. Magazine Agent
- 79. J. M. DODGE; Boodhouse, Ill.**
Meets 1st and 3d Mondays and 2d and 4th Sundays, in Engineer's Hall.
John Hyndman Master
Chas. E. Stone Secretary
Chas. E. Stone Collector
Eugene Downey, L. Box 74 Receiver
J. A. Wells Magazine Agent
- 80. SELF HELP; Aurora, Ill.**
Meets over 26 and 28 Broadway, every 2d Sunday.
John S. Slick, 447 Main St. Master
W. B. Miller, 110 Main St. Secretary
W. B. Miller, 110 Main St. Collector
Frank G. Boomer, 261 South Ave. Receiver
Fred. E. Diamond, Tremont House . Mag. Agent
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
Thomas Riley, Box 1692 Master
Geo. Watts, Box 1045 Secretary
Paul Braden, Box 1723 Collector
John Cullen, Box 1749 Receiver
S. W. Green Magazine Agent
- 82. NORTHWESTERN; Minneapolis, Minn.**
Meet 1st Saturday evening and 3d Sunday afternoon of each month.
Morgan E. Miller, 1214 Western Ave. Master
W. E. Richmond, 820 N. Girard Ave. Secretary
O. R. Craig, 129 N. Seventh St. Collector
W. E. Richmond, 820 N. Girard Ave. Receiver
B. A. Bennett, 1112 Western Ave. Mag. Agent
- 83. TRINITY; Fort Worth, Texas.**
Meets in Firemen's Hall every Friday at 8 P. M.
I. M. Dean, L. Box 406 Master
M. E. Finnegan, L. Box 406 Secretary
I. M. Dean, L. Box 406 Collector
James Jay, Box 406 Receiver
B. F. Page, L. Box 406 Magazine Agent

94. CALHOUN; Battle Creek, Mich.
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
D. Coughlin, 56 East Hall St. Master
Wm. Powell, 88 Bennett St. Secretary
Thos. P. Costello, 35 E. Hall St. Collector
E. C. Wilder, 60 Southern Ave. Receiver
Chas. M. Byrd, 34 Irving St. Magazine Agent

95. FARGO; Fargo, Dakota.
Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
Arthur Bassett, L. Box 1798 Master
Geo. L. Sutherland, Box 962 Secretary
W. W. Sturman, Box 825 Collector
Rich. Roggeveen, L. Box 1029 Receiver
J. T. Wantland, L. Box 1658 Magazine Agent

96. BLACK HILLS; Laramie City, Wyoming.
Meets Friday evening at 7:30 in K. L. Hall.
John W. Costlin Master
Wm. Knold Secretary
Henry C. Bernard Collector
C. J. Kleemann, Box 471 Receiver
Chas. Reynolds Mag. Agent

97. SUNNIT; Rawlins, Wyoming.
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures Master
J. Doherty Secretary
G. C. Jordan Collector
P. Naughton Receiver
Wm. Ross Magazine Agent

98. MORNING STAR; Evanston, Wyoming.
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
John O'Donnell Master
Wm. Murray Secretary
John O'Donnell Collector
John Yount Receiver
Jake Thlence Magazine Agent

99. SILVER STATE; Carlin, Nevada.
Meets Tuesday in Engr's hall, at 8 P. M.
C. H. Oliver Master
Jesse Swaney Secretary
Geo. English Collector
C. H. Oliver Receiver
Jesse Swaney Magazine Agent

100. SAN DIEGO; San Bernardino, Cal.
Meets in Old Fellows Hall 1st and 3d Sundays.
C. B. Lumsden, Box 645 Master
J. W. Rathrock, Box 645 Secretary
E. W. Nesbet Collector
G. A. March Receiver
G. A. March Mag. Agent

101. GOLDEN GATE; San Francisco, Cal.
Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
Mat Bourke, 1865 Mission St. Master
Charles A. Crites, 203 Sixteenth St. Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
T. D. Manhire, 2738 Sixteenth St. Receiver
Thos. D. Manhire, 2738 16th St. Magazine Agent

102. FRONTIER CITY; Oswego, N. Y.
Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
E. H. Murphy, N. Y. O. & W. Depot Master
Myron H. Counsell, 16 E. 5th St. Secretary
Jas. Whalen, 290 W. 7th St. Collector
E. C. Forsyth, 166 W. Utica St. Receiver
E. C. Forsyth, 166 W. Utica St. Magazine Agent

103. GATE CITY; Keokuk, Iowa.
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
Geo. Waden, 507 Main St. Master
E. J. Cannon, 1007 Park St. Secretary
John Morgan, 1218 Reid St. Collector
John H. Carter, 507 Main St. Receiver
A. J. Ebersoll, 1218 Bank St. Magazine Agent

94. CACTUS; Tucson, Arizona.
Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L. F. Hall, Cor. Tool Ave. and Pennington St.
Wm. Patterson, Lock Box 218 Master
Al. Hoffman, L. Box 218 Secretary
F. M. Blaney, L. Box 218 Collector
J. J. Lucev, L. Box 295 Receiver
J. C. Clancy, L. Box 218 Magazine Agent

95. CHICAGO; Chicago, Ill.
Meet at 287 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month, at 9:30 A. M.
C. B. Johnson, 228 W. Indiana St. Master
Geo. Pace, 269 W. Kinzie St. Secretary
J. F. Cantlon, 142 Front St. Collector
E. W. Wallbaum, 224 Larrabee St. Receiver
Pat Grady, Lake Forest, Ill. Magazine Agent

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays cor. Main and Fourteenth Sts.
Joseph Quinn, Box 239 Master
Frank Ray, Box 695 Secretary
S. Mehaffy, Box 695 Collector
J. W. Chisholm, Box 695 Receiver
John Leibtag, Box 695 Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. J. Lawton, Box 72 Master
Geo. C. Morton, Box 72 Secretary
W. J. Grant, Box 72 Collector
Geo. C. Horton, Box 72 Receiver
H. H. Penfield, Box 72 Magazine Agent

98. PERSEVERANCE; Terrace, Utah.
Meets every Tuesday, at Engineers' Hall.
R. M. Toy Master
A. S. Noble Secretary
E. P. Hastings Collector
D. F. Creswell Receiver
F. R. Kramer Magazine Agent

99. ROCHESTER; Rochester, N. Y.
Meets every Friday evening, at No. 33 Market St.
E. E. Pruyn, 41 First Ave. Master
D. A. Thompson, 41 First Ave. Secretary
M. M. Chadwick, 171 N. Union St. Collector
James Clark, 171 N. Union St. Receiver
Jas. A. Clark, 171 N. Union St. Mag. Agent

100. ADAIR; Bowling Green, Ky.
Meets every Monday at 2 P. M.
P. J. Burke Master
A. M. Freeman Secretary
Woods L. Miller Collector
R. E. Hockeramith, Box 413 Receiver
W. H. Hawkins Magazine Agent

101. ADVANCE; Creston, Iowa.
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
J. F. Bryan, L. Box 319 Master
J. H. Murphy, L. Box 523 Secretary
J. W. Crouch, Box 288 Collector
J. F. Bryan, L. Box 319 Receiver
F. S. Templeton Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
F. S. Payne, 1221 Court Ave. Master
W. L. Caras, 849 Thirteenth St. Secretary
John Loveless, 1203 Fillmore St. Collector
J. W. Combs, 1321 Buchanan St. Receiver
C. M. Krull, 618 E. Locust St., Des Moines, Iowa Magazine Agent

103. FALLS CITY; Louisville, Ky.
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Clark H. Rae, 1242 Twelfth St. Master
J. J. Lawson, 1108 12th St. Secretary
James White, 2110 W. Madison St. Collector
J. J. Lawson, 1108 12th St. Receiver
John H. Patrick, N. E. Cor. 10th and Magazine Sts Magazine Agent

- 104. "OLD KENTUCK;"** Ludlow, Ky.
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
H. G. Chrisinger, Box 76 Master
M. J. Connelly Secretary
Chas. Heimberger Collector
J. E. Doran, Box 76 Receiver
Chas. Heimberger Magazine Agent
- 105. PROGRESS;** Galesburg, Ill.
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
J. T. McDavid, 319 Day St. Master
Grant Westfall, 423 S. Academy St. Secretary
J. L. Nelson, 327 N. Seminary St. Collector
Fred W. Peterson, 16 W 3d St. Receiver
U. G. Westfall, 423 S. Academy St. Mag. Agent
- 106. KEY CITY;** Dubuque, Iowa.
Meets 2d and 4th Sundays at 2 P. M., over Master Mechanic's Office.
Jas. B. Smith, 203 High St. Master
D. W. Mason, 438 High St. Secretary
J. E. Haynes, 235 High St. Collector
John P. Sandry, 162 High St. Receiver
Jay Haines, 181 High St. Magazine Agent
- 107. ECLIPSE;** Gallon, Ohio.
Meets in Zimmerman's Hall every Thursday evening.
M. Dean Master
Ed. W. Armor, Box 701 Secretary
E. W. Armor, Box 701 Collector
J. A. Farnworth, Box 233 Receiver
D. F. Row Magazine Agent
- 108. PIONEER;** Chama, New Mexico.
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
Herman Berndt Master
Michael Hurley Secretary
F. L. Hindle Collector
J. C. McCabe, Box 8 Receiver
Edward Bradley Magazine Agent
- 109. PEACE;** St. Louis, Mo.
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St.
C. E. Amos, 2346 Mullamphy St. Master
W. M. White, 944 Chouteau Ave. Secretary
O. L. Dearlun, 1803 Washington ave. Collector
J. L. Pate, 3034 Rutger St. Receiver
J. L. Pate, 3034 Rutger St. Magazine Agent
- 110. OLD GUARD;** Bucyrus, Ohio.
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. B. Gordon, L. Box 235 Master
Zeno Kirk Collector
Chas. F. Pillard, L. Box 236 Receiver
L. R. Castner Magazine Agent
- 111. BRACON;** Mattoon, Ill.
Meets in K. of L. Hall Sunday at 2:30 P. M.
C. J. Singleton, Box 50 Master
T. F. Barrett, Box 427 Secretary
O. C. Henry Collector
C. J. Singleton, Box 50 Receiver
Ben Newkirk Magazine Agent
- 112. EVENING STAR;** Mt. Vernon, Ill.
Meets 1st and 3d Tuesdays in Heiserman's Hall, at 7:30 P. M.
E. R. Wild Master
John C. Branham Secretary
John C. Branham Collector
E. F. Lynch Receiver
Thos. F. Thickston Magazine Agent
- 113. CLARK-KIMBALL;** Pocatello, Idaho.
Meets in Masonic Hall every Monday at 7:30 P. M.
Ed. Anderson Master
Henry Lopas Secretary
Geo. Van Dooser, Camas Collector
Wm. H. Fach Receiver
E. G. Leaf, Ogden, Utah Magazine Agent
- 114. MAGIC CITY;** Cheyenne, Wyoming.
Meets every Wednesday at 8 P. M.
W. S. McGuire, Box 406 Master
James N. Boggs Secretary
Michael Welch Collector
John Dunne Receiver
 Magazine Agent
- 115. GULF CITY;** Galveston, Texas.
Meets 1st and 3d Wednesdays in The Temple of Honor.
H. L. Briggs, Cor. 8th and Market Sts. Master
J. H. Stuhoff, Avenue I, between 37th and 38th Sts. Secretary
G. E. Labitt, So. 25th, bet. Church and Winnie Sts. Collector
John Tarpy, Cor. H and 38th Sts. Receiver
Jas. O'Neill, Broadway, between 38th and 39th Sts. Magazine Agent
- 116. ST. CLAIR;** Fort Gratiot, Mich.
Meets 1st and 3d Sundays in Engineers' Hall at 1:30 P. M.
Wm. A. Brown Master
Samuel Caron, Box 198 Secretary
J. N. Timens, Box 3 Collector
E. G. Hubbard, Box 127 Receiver
W. Brown Magazine Agent
- 117. BEAVER;** London, Ontario.
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Robt. Hornsby, 154 Clarence St. Master
Edwin S. Chapman, 151 Clarence St. Secretary
S. T. Fletcher, 221 Maitland St. Collector
John W. Cox, 358 Simcoe St. Receiver
D. W. Smyth, 187 Clarence St. Magazine Agent
- 118. STAR OF THE EAST;** Richmond, Quebec.
Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
James Law Master
T. R. Jackson Secretary
G. A. Pearson Collector
John Kelley Receiver
F. Druier Magazine Agent
- 119. COLONIAL;** River du Loup, Quebec.
Meets Wednesday and Thursday nights, alternately, in English School Room.
W. H. Rougeau, I. C. Ry. Station Master
Wm. Carmichael, I. C. Ry. Station Secretary
James Fohy, I. C. Ry. Station Collector
Wm. Carmichael, I. C. Ry. Station Receiver
L. D. Poulin, I. C. Ry. Station Magazine Agent
- 120. FORTUNE;** Syracuse, N. Y.
Meets every Tuesday evening in Pike Block, Cor. Fayette and Salina Sts.
E. F. McNulty, 2 Wall St. Master
Simon Mangan, 196 Shomard St. Secretary
L. G. Rousson, 20 Pioneer St. Collector
F. H. Livingston, 59 Jackson St. Receiver
J. H. Shannon, 101 Southwest St. Magazine Agent
- 121. FELLOWSHIP;** Coraing, N. Y.
Meet 1st and 3d Sundays of each month at 3 P. M. in Odd Fellows Hall.
F. E. Potter Master
Frank E. Hanmer Secretary
George R. Quick Collector
William H. Smith Receiver
Frank Potter Magazine Agent
- 122. H. B. STONE;** Beardstown, Ill.
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 Master
Henry Henson, Box 397 Secretary
N. Hiltner, L. Box 49 Collector
Albert Sanks Receiver
E. S. Emmons Magazine Agent

133. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, Corner 14th and Douglas Sts. every Wednesday at 8 P. M.
 Albert Cole, 1618 Jackson St. Master
 F. W. Perkins, 1606 Chicago St. Secretary
 William Cummings, 1306 South 12th St. Collector
 Albert Cole, 1618 Jackson St. Receiver
 Jerry Fitzmorse, 1314 North California St. Magazine Agent

134. PILOT; Perry, Iowa.

Meets 2d and 4th Sundays, in Odd Fellows' Hall, at 2:30 P. M.
 H. A. Draper Master
 T. F. Quinn, Box 585 Secretary
 D. Jackson, Box 71 Collector
 W. B. Howe, Box 153 Receiver
 M. Grady Magazine Agent

135. GUIDE; Marshalltown, Iowa.

Meets 2d and 4th Sundays of each month in Room 15 South Center St., opposite new Court House.
 J. M. Speers, 805 S. Third St. Master
 H. C. Boggie, 604 E. Linn St. Secretary
 T. H. Meredith, 112 S. J Ave. Collector
 J. M. Larimer, 325 S. Third St. Receiver
 J. H. Crellin Magazine Agent

136. COMET; Austin, Minn.

Meets 2d and 4th Sundays of each month in Hays' Hall.
 P. F. McNamara Master
 O. C. Cornforth Secretary
 August Olson Collector
 O. C. Cornforth Receiver
 August Olson Magazine Agent

137. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets 1st Tuesday and 3d Sunday, in Assinaboine Hall, 133 Ross St.
 John Wellington, 229 Rose St. Master
 W. H. Woods, 14 Patrick St. Secretary
 W. H. Woods, 14 Patrick St. Collector
 J. G. Jonah, 226 McWilliams St. Receiver
 W. H. Woods, 14 Patrick St. Magazine Agent

138. LANDMARK; Glendive, Montana.

Meets 1st and 3d Tuesdays at 7 P. M.
 Arthur Todd Master
 Daniel Sinclair, Box 55 Secretary
 James McKenzie, Box 55 Collector
 Samuel E. Burns, Box 55 Receiver
 Douglas Westfall, Box 55 Magazine Agent

139. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays.
 R. E. Gorham, Box 422 Master
 Theo. Faulkes, Box 126 Secretary
 M. A. Harring, Box 525 Collector
 J. S. Rogers, Box 622 Receiver
 J. J. Kelly, Box 480 Magazine Agent

140. GUIDING STAR; Milwaukee, Wis.

Meets 2d and 4th Sundays at 2 P. M. in Engineers' Hall.
 C. B. McAuliffe, 561 Washington street Master
 Peter F. Fox, 335 Barclay St. Secretary
 Jas. H. Brady, 321 Clinton St. Collector
 Thomas Dwyer, 335 Jackson St. Receiver
 Edward Summers, 99 Sixth St. Magazine Agent

141. GOLDEN RULE; Stevens Point, Wis.

Meets 1st and 3d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.
 George Hammond Master
 R. A. Cochran, Box 121 Secretary
 Collector
 J. Loran Receiver
 J. Loran Magazine Agent

142. HARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Opera House 1st and 3d Sundays and 1st Wednesday at 2 P. M.
 W. J. Coleman, Box 7 Master
 C. F. Murphy, Box 100 Secretary
 Geo. Coleman Collector
 Anthony Hagen Receiver
 Lawrence Kelly, Box 302 Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.

Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
 M. E. Montgomery Master
 W. G. Houghton, Box 10 Secretary
 J. Haller, Box 47 Collector
 Arthur Herder Receiver
 A. Herder Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets 1st and 3d Sundays and 2d and 4th Mondays.
 E. W. Gibson Master
 H. E. Cowan Secretary
 M. I. Spaulding Collector
 E. W. Gibson Receiver
 Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall 1st and 3d Tuesdays at 7 P. M.
 E. A. Seegar, Box 184 Master
 R. F. Lange, Box 184 Secretary
 C. D. Smith, Box 184 Collector
 R. F. Lange, Box 184 Receiver
 F. Fitch, L. Box 184 Magazine Agent

136. J. SCOTT; Port Hope, Ontario.

Meets alternate Sundays at 2 P. M.
 George Pratt, Box 186 Master
 Wm. Rodgers Secretary
 Joseph Kelcher Collector
 L. McIntosh, Lindsay P. O., Ontario Receiver
 J. Jefferies Magazine Agent

137. PROTECTION, Eldon, Iowa.

Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
 L. C. Allen Master
 J. T. Hull, Box 196 Secretary
 Geo. W. Trott Collector
 A. Shunterman Receiver
 Geo. Weyandt Magazine Agent

138. UNION; Freeport, Ill.

Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
 James A. Flack Master
 Sam Shaunnassy, 16 Crocker St. Secretary
 John Guhin, Box 1597 Collector
 Sam Shaunnassy, 16 Crocker St. Receiver
 Wm. A. Brubaker Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
 Wm. Allen, Box 81 Master
 George Landes, Box 31 Secretary
 L. J. Whyers, Box 81 Collector
 J. J. Norton, Box 81 Receiver
 L. H. Whyers, Box 81 Magazine Agent

140. MOUNT OUREAY; Salida, Colo.

Meets every Monday at 7:30 P. M., in Fraternity Hall.
 A. K. Brown, Box 569 Master
 L. W. Jones, Box 122 Secretary
 J. W. Hardy, L. Box 399 Collector
 S. D. Alger, Box 569 Receiver
 E. F. Zimmerman, Box 39 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at 7:30 P. M.
 A. J. Kohler, 34 Allen St. Master
 H. L. Westernman, 20 W. Lewis St. Secretary
 C. F. Sweeney, cor. Holton Ave. and Fisher St. Collector
 W. B. Fredricks, 415 Lafayette St. Receiver
 M. H. Durnell, 20 Duryea St. Magazine Agent

142. C. R. WHIPPLE; Toledo, Ohio.

Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. at 245 St. Clair St.
 John Rappallie, cor. Collinwood Ave and Vance St. Master
 G. W. Nesper, 420 Broadway Secretary
 L. H. Heeman, 130 Segure Ave. Collector
 G. W. Nesper, corner of Broadway and Knopp Sts. Receiver
 J. L. Allen, 110 Jarvis St. Magazine Agent

- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal. 2d and 4th Wednesdays.
John Harrigan, 1871 William St. W. Master
J. W. Littlejohn, Berkley Alameda, Co. Secretary
Ed Johnson, 916 Wood St. Collector
R. B. Hall, West Oakland P. O. Receiver
R. H. Potts, 1793 Seventh St. Magazine Agent
- 144. SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M. in Patterson's Hall, I. C. R. Depot.
John Devereaux Master
Edward Kean Secretary
Wm. Bastin Collector
John Devereaux Receiver
Geo. I. Gorham Magazine Agent
- 145. DAVY CROCKETT; San Antonio, Texas.**
Meet every Wednesday at 2:30 P. M. in Jones' Hall, 601 Austin St.
H. M. Brown, 818 Ave. D Master
Robt. Nicholson, No. 5 Eighth St. Secretary
Robt. Nicholson, No. 5 Eighth St. Collector
H. M. Brown, 818 Ave. D Receiver
J. D. Pereira, 1613 W. Commerce St., Mag. Agent
- 146. BAYOU CITY; Houston, Texas.**
Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
John F. Broughton, S. P. Ry. Master
Chas. D. Sedgwick, H. E. & W. T. Ry. Secretary
F. M. Bettis, 5 Murray St. Collector
Fred Keeler, S. P. R. R. Shops Receiver
J. W. Manderville Magazine Agent
- 147. MIDLAND; Temple, Texas.**
Meet every Monday at 8:30 P. M.
Jas. W. Cassell Master
Jas. Welsh, Box 105 Secretary
Thos. H. Boyd Collector
James Conney Receiver
Robert Robinson Magazine Agent
- 148. SUNNY SOUTH; Tyler, Texas.**
Meets every Friday at 7:30 P. M. in K. of P. Hall.
R. Voss, Box 1342 Master
M. Hogan, Box 1342 Secretary
B. T. Suker, Box 1342 Collector
J. McGough, Box 1342 Receiver
M. L. Way, Box 1342 Magazine Agent
- 149. JUST IN TIME; New York, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M., at 110 East 125th street.
F. C. Donigan, 2402 Eighth Ave. Master
P. A. Donahue, 311 W. 55th St. Secretary
Sam. Loasby, 2507 Eighth Ave. Collector
P. Witzel, 400 E. 121st St. Receiver
P. Witzel, 400 E. 121st St. Magazine Agent
- 150. S. M. STEVENS; Marquette, Mich.**
Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
L. L. Hood, Room 8, Gregory Block,
W. Washington St., Marquette, L. S.,
Mich. Master
Arthur Bishop, 146 Main St. Secretary
Fred Brown, Marquette, L. S., Mich. Collector
Chas. Zryd, Marquette, L. S., Mich. Receiver
Chas. Zryd, Marquette, L. S., Mich. Mag. Agent
- 151. MAPLE LEAF; Hamilton, Ontario.**
Meet 1st and 3d Sundays at 2:30 P. M.
James Oliver, N. & N. W. Ry. Master
Wm. Broughton, 14 Inchbury St. So. Secretary
James Paluter, 12 Crook St. Collector
Wm. Broughton, 18 Inchbury St. So. Receiver
Wm. Broughton, 18 Inchbury St. So. Mag. Agent
- 152. NORTH POLE; West Bay City, Mich.**
Meets in Odd Fellows' Hall 1st and 3d Sundays.
E. L. Jacoby, Box 605 Master
Fred C. McDonald, Box 602 Secretary
John Maluex, Box 902 Collector
Thos. Poles, Box 764 Receiver
Fred C. McDonald, Box 602 Magazine Agent
- 153. H. C. LORD; Fort Scott, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
G. K. Bates, 123 N. Barbee St. Master
Alexander Barr, 1128 Oak St. Secretary
Add. M. Kelsey, 1126 Oak St. Collector
John Haggart Receiver
D. W. Dungan, Box 1522 Mag. Agent
- 154. McKEEN; Ottawa, Kansas.**
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M.
W. L. Miller, Box 432 Master
A. L. Beardsley, 810 King St. Secretary
W. R. Knickerbocker Collector
Arthur Hill Receiver
W. D. Frisby Mag. Agent
- 155. TEXAS BELLE; Greenville, Texas.**
Meets every Friday at 7:30 P. M.
E. H. Sims, L. Box 164 Master
W. E. Scott Secretary
L. Ryan, L. Box 92 Collector
W. E. Scott Receiver
W. E. Scott Magazine Agent
- 156. NECHES; Palestine, Texas.**
Meets in Engineers' Hall every Saturday night.
M. P. Gibson, Box 256 Master
J. H. Coleman, Box 256 Secretary
L. T. Branham, Box 256 Collector
R. F. Wright, Box 256 Receiver
B. S. Bendy, Box 256 Magazine Agent
- 157. ECHO; Peru, Ind.**
Meets in Echo Hall 1st and 3d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.
B. E. Flaherty Master
John Malin, Jr. Secretary
F. A. Mills Collector
B. E. Flaherty Receiver
G. N. Smith Magazine Agent
- 158. STANDARD; Detroit, Mich.**
Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., upstairs.
Tim. Teahen, 447 Clinton St. Master
J. Nopper, 217 Crogan st. Secretary
E. Heidenrich, 124 Hastings St. Collector
J. Nopper, 217 Crogan St. Receiver
A. Edmiston, 258 Lafayette St. Magazine Agent
- 159. W. H. THOMAS; Nashville, Tenn.**
Meets every Saturday at 7:30 P. M., at Simmons' Hall, cor. Summer and Union Sts.
G. B. Fry, 124 Stenson Ave. Master
J. F. Duttlinger, 616 S. Cherry St. Secretary
T. J. Fitzgerald, N. & C. Round House Collector
F. G. Harrison, 55 Stevens Ave. Receiver
W. D. Bledsoe, 11 Joseph Ave. Magazine Agent
- 160. C. J. HEPBURN; Evansville, Ind.**
Meets in A. O. U. W. Hall, Third and Main Sts., 2d and 4th Sundays at 2 P. M.
Morris Hoffman, 305 Olive St. Master
Edgar G. Hitch, 931 Canal St. Secretary
Robert T. Skinner, 519 Harriet st. Collector
Jerry K. Taylor, 109 Lincoln Ave. Receiver
John Burke, 606 S. 8th st., Terre Haute, Mag. Agent
- 161. HERALD; Burlington, Iowa.**
Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
L. E. Humpton, 916 Wells St. Master
Chas. E. Turner, 413 South Main St. Secretary
B. Coughlin, 413 Maple St. Collector
S. W. Bowser, Round House Receiver
E. Ernest, Cor. 3d and Locust St. Mag. Agent
- 162. PROSPECT; Elkhart, Ind.**
Meets in B. of L. F. Hall, 505 Main St., every Wednesday at 7:30, and 1st Sunday at 2 P. M.
D. F. Wagner, 208 Fourth St. Master
Chas. E. Platt, 211 Third St. Secretary
D. F. Wagner, 208 Fourth St. Collector
A. H. Gordon, 208 Beardsley Ave. Receiver
J. G. Page, Box 617 Magazine Agent
- 163. ETNA; Pine Bluff, Ark.**
Meets every Friday at 7 P. M., at Masonic Hall.
Tim Carder Master
DeWitt Hope, Box 56 Secretary
D. Hope, Box 56 Collector
D. B. Rathfon, Box 56 Receiver
J. Flaherty Magazine Agent

- 164. EEL RIVER; Butler, Ind.**
Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
S. E. Moshammer Master
C. E. Blair Secretary
R. H. Murch Collector
J. J. Derck, Box 202 Receiver
S. Moshammer Magazine Agent
- 165. ROBERT ANDREWS; Andrews, Ind.**
Meets in Firemen's Hall every Monday at 7 P. M.
W. H. Dailey Master
G. W. Adams Secretary
Geo. B. Richardson Collector
A. J. Broughton Receiver
Ed McClure Magazine Agent
- 166. WM. HUGO; Huntington, Ind.**
Meets in Engineer's Hall every Wednesday evening.
W. G. Cox Master
F. Zeppenfeld, Box 523 Secretary
C. W. Hammond Collector
G. A. Robertson, Box 844 Receiver
P. F. Markley Magazine Agent
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meets in I. O. O. F. Hall 1st and 3d Mondays.
J. W. Reedy, Albina, Ore. Master
Wm. Birkett, Box 242 Secretary
G. A. Ferguson, L. Box 332 Collector
Jno. Belat Receiver
G. A. Ferguson, L. Box 332 Magazine Agent
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. J. Brown, 311 Rose st. Master
John Cunway, 523 Avon St. Secretary
J. P. Rolleston, Portage City Collector
Thomas Cawley, 522 Mill st. Receiver
J. J. Brown, 311 Rose st. Magazine Agent
- 169. E. G. BROOKS; Hornellsville, N. Y.**
Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
C. S. Graham, 31 S. Divison St. Master
W. N. Kelly, 20 Oak St. Secretary
E. S. Hynes, 45 Hill St. Collector
A. H. Spencer, 18 Elm St. Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent
- 170. PRAIRIE; Haron, Dakota.**
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
T. Walter Bandy Master
Geo. E. Coon, Box 909 Secretary
L. L. Neibling, Box 784 Collector
Joa. C. Graff, Box 168 Receiver
W. A. Brown Magazine Agent
- 171. SUBBAN; Truro, Nova Scotia.**
Meets in Caedonia Hall 2d Saturdays and 4th Thursdays.
F. M. White, Box 676 Master
D. W. Duncan, Box 167 Secretary
F. W. Hennessey, Box 167 Collector
F. M. White, Box 606 Receiver
Thos. Hennessey Magazine Agent
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays.
T. W. Turner, 544 Wellington St. Master
J. G. Armstrong, Richmond Lodge Secretary
Starr Stewart, 544 Wellington St. Collector
T. W. Turner, 544 Wellington St. Receiver
J. S. Ferguson, Rochesterville P. O. Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday at 7:30 P. M. in B. of L. F. hall.
H. Heide Master
T. J. Carter Secretary
John C. Bull Collector
C. F. Evans, Albuquerque, N. Mex. Receiver
E. W. Davis Magazine Agent
- 174. HARRISBURG; Harrisburg, Pa.**
Meets Cor. Third and Cumberland Sts. over Merchants' Bank, 2d and 4th Sundays at 1 P. M.
J. J. Seitz, 1616 Ridge Road Master
Harry O. Motter, 433 Kelker St. Secretary
E. J. Roberts, 503 Riley St. Collector
Ed. Graham, 1320 Margaretta st. Receiver
Wm. H. Morné, 1708 Penn. ave. Magazine Agent
- 175. TAYLOR; Newark, Ohio.**
Meets in Donovan's Hall every Wednesday at 7 P. M.
A. A. Hickerson, 53 N. First st. Master
John Adkins, Box C Secretary
W. R. Stone, Box C Collector
John Adkins, Box C Receiver
W. R. Stone, Box C Magazine Agent
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays of each month
A. G. Turlay, Box 61 Master
C. H. Porter, Box 41 Secretary
C. H. Porter, Box 41 Collector
W. F. Gorman, Box 295 Receiver
C. H. Porter, Box 41 Magazine Agent
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
H. L. Morton, Box 214 Master
G. M. Lovett Secretary
H. M. Worthington, Box 214 Collector
Jas. Fink Receiver
H. M. Worthington, Box 214 Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets in Emporium Hall Tuesdays, at 8 P. M.
Wm. Burrows, 840 W. South Temple St. Master
W. J. Horne, 160 Third W. St. Secretary
Henry Junkeman, 556 Third South St. Collector
Geo. M. Edwards, Box 586 Receiver
Wm. Burrows, 840 West South Temple st Magazine Agent
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays.
W. Spohr, Box 6 Master
J. K. Robinson, 730 N. Tenth St. Secretary
Geo. Hinkle, Box 430 Collector
J. K. Robinson, 730 N. 10th st. Receiver
O. M. Freese, 13st., bet. V and W, Magazine Agent
- 180. THREE STATES; Cairo, Ill.**
Meets cor. 12th st. and Washington Ave., 2d and 4th Sundays.
J. C. O'Connell, 308 Twenty-First St. Master
M. S. Egan Secretary
M. J. Kiley, 714 Cedar St. Collector
A. J. Jaeckel Receiver
J. C. O'Connell Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
Thomas Farley Master
Alex. Hobson Secretary
Thomas H. Cosford Collector
James Nicholson Receiver
Alex. Dunbar Magazine Agent
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
John Ford, 461 W. 18th St. Master
A. H. Gifford, 350 W. 17th St. Secretary
W. E. Ross, 63 W. Thirteenth St. Collector
A. B. Eckels, 307 W. Eighteenth St. Receiver
Chas. Fitzmorris, Sharpsville, Mercer Co. Pa. Magazine Agent
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets in Engineer's Hall alternate Thursday evenings.
J. M. Gaines, Box 152 Master
S. A. Holman, Box 32 Secretary
E. B. Hall, Box 250 Collector
H. I. Miller, Box 151 Receiver
S. A. Holman, Box 32 Magazine Agent
- 184. LIMA; Lima, Ohio.**
Meet 2d and 4th Sundays at 1:30 P. M. in Irish Block.
Joe Bowscher, Box 777 Master
W. J. Dunn Secretary
Joe Bowscher, Box 777 Collector
B. Meyers, Box 358 Receiver
Wesley Kerchine Magazine Agent
- 185. FIDELITY; Delphos, Ohio.**
Meets in Beyer's Hall every Sunday at 2 P. M.
A. E. Roebuck, Box 311 Master
J. F. Halley, Box 311 Secretary
B. Cramer Collector
A. J. Hogarth, Box 311 Receiver
J. B. Grove, Box 143, Delphos, O. Magazine Agent

186. CHAMBERLIN; Chicago, Ill.

Meets in Walther's hall, 3834 State St., 1st and 3d
Sundays of each month.
G. W. Blackburn, 356 Forty-third St. Master
Henry Herlinger, 432 Root St. Secretary
J. E. Callaghan, 2538 Butterfield St. Collector
Wm. Stack, 3328 Shields ave. Receiver
Wm. A. Paul, 356 43d st. Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Firemen's Hall 1st and 3d Sundays.
Louis H. Linn, Box 402 Master
Louis H. Linn, Box 402 Secretary
Harry Douglass Collector
J. F. McDougal Receiver
Morgan Callahan Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets 2d and 4th Sundays at 2:30 P. M. at 786 W.
Lake St.
F. F. Hutchison, 50 Artesian ave. Master
E. P. Tobias, 27 N. Oakley st. Secretary
Geo. P. Smith, 42 Artesian ave. Collector
H. Price, 1019 A. Fulton st. Receiver
L. L. Gay, 1069 Fulton st. Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets every Sunday in Nau's Block, Green Bay,
George Harten, Green Bay, Wis. Master
C. F. Ball, L. Box 321, Green Bay, Wis. Secretary
George Harten, Green Bay, Wis. Collector
Martin Sheeey, Green Bay Receiver
J. F. O'Conner, Box 449 Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall 1st and 3d Sundays at
2 P. M.
William M. Smith, Box 677 Master
Charles Woodman Secretary
Edward Smith, Sanborn, Iowa Collector
Emmet Wentworth, Sanborn, Iowa Receiver
Edward Smith, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets every Wednesday at 7:30 P. M., at Thomp-
son's Hall.
W. T. Field, L. Box 54 Master
Wm. F. Koontz, L. Box 54 Secretary
H. K. Mayhew, L. Box 54 Collector
E. J. Healey, L. Box 54 Receiver
J. Martin, L. Box 54 Magazine Agent

192. MT. TACOMA; New Tacoma, Washington Ter.

Meets 2d and 4th Sundays of each month.
C. W. Tullis, Portland, Oregon Master
F. M. Sisson Secretary
J. M. Hughes Collector
J. S. Moss Receiver
J. M. Hughes Magazine Agent

193. J. B. MAYNARD; Albina, Oregon.

Meet in Hill's Hall, 2d and 4th Sundays.
J. R. Clark, E. Portland, Oregon Master
H. W. Hall, Box 287, East Portland, Secretary
Oregon Collector
D. J. Byrne, Box 287 East Portland, Receiver
Oregon Magazine Agent
J. R. Clark, E. Portland, Ore Magazine Agent

194. BONANZA; Missoula, Montana.

Meets every Monday night in I. O. O. F. Hall
C. H. March, Box 45 Master
E. L. Hollister, Box 241 Secretary
Milton Cheney Collector
H. W. Smith Receiver
J. J. Dowling, Heron Montana Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in K. of L. Hall Fridays, at 7:30 P. M.
S. L. Wyson Master
J. E. Toner Secretary
Ed. Purtell Collector
James Duffy Receiver
Peter Layng Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets at 514 Harrison Ave., every Tuesday.
Wm. Braden, 204 W. 5th St. Master
S. W. Burdick, Box 330 Secretary
W. S. Amberson, Box 330 Collector
Fred Hyde Receiver
George Moore, Box 330 Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st and 3d Sunday of each month.
Clarence Latham, Box 446 Master
Ira Hurless, Box 79 Secretary
Hiram Hicks, Box 79 Collector
W. K. Lord, Box 147 Receiver
Otto Christenson Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
T. H. Sheppard Master
F. P. Mitchell, Box 95 Secretary
R. A. Crane Collector
E. E. Bishop, Box 765 Receiver
E. E. Bishop, Box 765 Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets every other Sunday evening in Union
Veteran Hall, Federal Street.
John Reynolds, Emily St. Master
J. B. Mawby Secretary
J. B. Mawby Collector
Chas. Stanfield, 308 North Watt St. Receiver
John Straus, Mahoning Ave. Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.

Meets every Monday evening at 7:30 in B. of L.
E. Hall.
M. R. Curry, Box 210 Master
P. McHale, N. O. & N. E. Shops Secretary
Jerry Finn Collector
Jas. Raspberry Receiver
Richard Brothers Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets 1st and 3d Wednesday nights of each
month in K. of P. Hall
D. W. Shea Master
J. L. Jones Secretary
Tim Coughlin Collector
J. L. Jones Receiver
J. D. Bledsoe Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall 1st Sundays at 2:30 P. M.,
and 3d Mondays at 7 P. M.
Simet A. Barker, Box 1231 Master
C. W. Sanders, Box 1231 Secretary
Albert Maunsell, Box 1231 Collector
Frank Willis, Box 1231 Receiver
C. W. Sanders Box 1231 Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets every Friday at 7:30 P. M.
Thomas Cunningham, Box 70 Master
W. K. George Secretary
M. W. Smith Collector
Frank Whiteman, Box 26 Receiver
F. Wheterman, Box 26 Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets at Stacy Hall, every Monday at 7 P. M.
Chas. F. King Master
L. D. Roberts, L. Box 165 Secretary
Ambrose Donigan Collector
G. W. Humpherys Receiver
W. B. Williamson Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets 2d and 4th Sundays at 2 P. M., in A. O. U.
W. Hall.
George Atherton, 228 Kline St. Master
Chas. A. Marsh, 718 Hancock st. Secretary
Chas. Riddle, 127 Adams st. Collector
J. R. Musellman, 620 Branner St. Receiver
Charles Marsh, 218 Hancock St. Magazine Agent

207. LOYAL; Meadville, Pa.

Meets in Arcanum Hall 1st and 3d Thursdays,
and 2d and 4th Wednesdays.
T. S. Taylor Master
A. K. McFarland Secretary
George Kebert Collector
Alphonso Minium Receiver
T. S. Taylor Magazine Agent

208. KEYSTONE; Susquehanna, Pa.

Meets in C. M. B. A. Hall; alternate Tuesday
and Saturday evenings.
Charles A. Allen Master
J. J. Launan, Box 131 Secretary
Martin Griffin Collector
Daniel Creegan Receiver
C. A. Allen Magazine Agent

- 300. SARATOGA; Whitehall, N. Y.**
Meets alternate Sundays in Arcade Building.
W. R. Combs Master
D. H. LaCroese, Box 360 Secretary
H. W. Collins, Box 274 Collector
Thos. Dorcal Receiver
W. C. Holloway Magazine Agent
- 310. 18-K; Schenectady, N. Y.**
Meets every other Thursday in McCamus' Hall.
J. E. Van Vranken, Box 497 Master
Charles R. Weeks, Box 497 Secretary
Homer Egnar, Box 646 Collector
Timothy Smith, Box 497 Receiver
John W. Vrooman Box 497 Magazine Agent
- 311. ONOKO; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.
S. F. Milheim, 436 Center St Master
W. H. McCormick, 425 Delaware St Secretary
J. R. Morris, Wilkes Barre St., near Cor. Lehigh St. Collector
A. J. Mickley, 725 Berwick St. Receiver
D. W. Henry, Cor. Delaware and Wilkes Barre Sts Magazine Agent
- 312. EMPIRE; Watertown, N. Y.**
Meets in Good Templars Hall 2d and 4th Sundays.
T. H. Lynch, 101 Factory St Master
H. A. French, 4 Cedar St Secretary
H. A. French, 4 Cedar St Collector
T. H. Lynch, 101 Factory St. Receiver
G. B. Walker, 71 Arsenal St. Magazine Agent
- 313. WEST SHORE; Frankfort, N. Y.**
Meet every Tuesday evening in Joslin Block.
M. J. Melroy Master
James Zollner Secretary
Wm. Weller Collector
B. Flansburg Receiver
D. P. Gillen, Canajoharie, N. Y Mag. Agent
- 314. ORIOLE; Baltimore, Md.**
Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.
Bert E. Wilhelm, 1608 Latrobe St. Master
John Garrick, 1901 Oak St Secretary
R. L. Carnan, 739 Forrest St Collector
J. N. Jones, 1100 Barclay St. Receiver
J. H. Hiler, 1731, Maryland Ave.. Magazine Agent
- 315. EAST ALBANY; East Albany, N. Y.**
Meets in Vaughn's Hall 2 and 4th Sundays at 12:40 P. M.
W. E. Taber, 222 Fourth St. Master
J. W. Reed, 92 Second St Secretary
C. P. Lowell, 60 Second St Collector
F. P. Brooksby, 80 Washington St., Greenbush, N. Y Receiver
C. P. Lowell, 60 Second St. Magazine Agent
- 316. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sunday in each month in Grand Army Hall, at 11:30 A. M.
Geo. W. Alden, 94 Mt. Vernon St. Master
O. A. Pope, F. R. R. Engine House, Fitchburg, Mass Secretary
H. W. Cushing, 72 Day St Collector
Geo. W. Alden, 94 Mt. Vernon st Receiver
Harry C. Cleveland, 20 Cross St. Magazine Agent
- 317. BRADLIGHT; Brazil, Ind.**
Meets in K. of P. Hall on 2d and 4th Sunday afternoons.
W. E. Larr, Box 242 Master
Elmer F. Collins Secretary
G. L. Cook Collector
W. S. Cook Receiver
Wm. F. Hartman Magazine Agent
- 318. GOLDEN BANNER; Central, Va.**
Meet 1st and 3d Sundays at 1:30 P. M., in Belle Heath Academy.
J. L. Weller Master
C. W. Lord, Lovely Mount, Montgom-ery Co. Secretary
A. R. Hollman, Lovely Mount, Montgom-ery Co. Collector
R. J. Yingling, Lovely Mount, Montgom-ery Co. Receiver
A. J. Powell, Lovely Mount, Montgom-ery Co. Mag. Agent
- 319. SMOKY CITY; Allegheny, Pa.**
Meet every Friday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
E. D. Cawley, 225, Washington Ave Master
C. Peterson, Cor. Bidwell & Penn. Ave., Secretary
Ed. F. McCarty, 2 Refuge St Collector
John T. Sweeney, 189 Adams st Receiver
R. Beeson, 271 Franklin St. Magazine Agent
- 320. PROVIDENT; Sunbury, Pa.**
Meets 1st and 3d Sundays, in Cooper Hall.
Bailey Kennedy Master
C. A. Richards Secretary
A. C. Mitchell Collector
Chas. C. Bowen, 1123 Wallace street, Harrisburg, Pa Receiver
Harvey Buck Magazine Agent
- 321. HURON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
John McMillan, Jr., Box 73 Master
E. J. Everett, Box A Secretary
F. J. Burgess Collector
W. K. Forbes Receiver
M. Wright Magazine Agent
- 322. WEBSTER; Fort Dodge, Iowa.**
Meets at G. A. R., Child's block, 1st and 3d Sundays at 2 P. M.
C. W. Gardner, Box 733 Master
O. G. Anderson, Box 49 Secretary
Frank B. Rugg Collector
Chas. C. Olney Receiver
Frank B. Ruggs Magazine Agent
- 323. ASHLAND; Lexington, Ky.**
Meets 1st and 3d Thursdays in I. O. O. F. Hall.
Thos. J. Kane, 290 E. Main St. Master
Frank Brandt, 227 E. Main St Secretary
S. W. Mallick, 199 E. Main St Collector
John Cavins, 47 Drake St. Receiver
C. W. Harris, 47 Drake St. Magazine Agent
- 324. T. C. BOORN; St. Cloud, Minn.**
Meets 2d and 4th Sundays at 3 P. M. at Odd Fellow Hall.
E. E. Nutting Master
A. Vogel, Box 367 Secretary
John Mournan Collector
A. Vogel, Box 367 Receiver
James Rainsburg Magazine Agent
- 325. SUPERIOR; Fort William West, Ontario.**
Meets every Monday night in Smith's Hall.
Burton Wheatley Master
W. H. Wadland Secretary
Con Goulding Collector
Will Blaunerhassett Receiver
T. L. Drummond Magazine Agent
- 326. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays at 8 P. M.
L. C. Overhiser Master
W. M. Nicol, L. Box 230 Secretary
J. Barry Collector
W. M. Nicol, L. Box 230 Receiver
J. H. Dunkin Magazine Agent
- 327. MAGNET; Binghamton, N. Y.**
Meets at Stevens' Hall, North Chenango St., 1st and 3d Sundays at 2 P. M.
J. W. Spence, 33 Eldridge St Master
G. B. Warner, 80 Lewis St Secretary
W. A. Wrigley, 23 Doubleday St Collector
Theodore Haskins, 30 Virgil St Receiver
G. B. Warner, 80 Lewis St Magazine Agent
- 328. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M., in the First National Bank, No. 332 Lackawana ave.
S. M. Travis, 716 Adams ave Master
Jas. G. Burnett, 216 Lackawana Ave Secretary
E. M. Tewksbury, 231 Fairview Ave, Hyde Park Collector
Judson Bayly, 514 E. Market St. Receiver
Emerson Wint, 1533 Mylert Ave Magazine Agent

229. BICKARD; Utica, N. Y.

Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
 E. D. Russell, 124 Bleecker st Master
 F. E. Beach, 262 Bleecker st Secretary
 J. J. Quirk, 158 Catharine st Collector
 A. E. Pease, 76 Main st Receiver
 Joseph Bromley, 91 Whitesboro st Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.
 Geo. W. Gilkerson, Livingston Ave. above Ontario St Master
 Geo. M. Jeffers, 36 Ontario St Secretary
 Geo. W. Gilkerson, Livingston Ave. above Ontario St Collector
 Geo. M. Jeffers, 36 Ontario St Receiver
 Andrew L. Dunlop, West Albany Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meet 1st and 3d Sundays 2:30 P. M. at G. A. R. Hall, Market St.
 Edward Nugent, 905 Elm St Master
 Geo. H. Larimore, 212 Poplar St., Wilmington, Del Secretary
 E. Nugent, 905 Elm St Collector
 Geo. H. Larimore, 212 Poplar St., Wilmington, Del Receiver
 Wm. E. North, 217 Pine St Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets 2d and 4th Sundays of each month, at 1 P. M., in K. of H. Hall.
 D. H. Smith, Box 1431 Master
 W. H. Tidaback, Box 141 Secretary
 Sherman Gildersleeve, Box 1431 Collector
 Wm. J. Herlihy Receiver
 H. B. Weeden, Drawer 104, Norwich, N. Y. Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets 1st Saturday evening and 3d Sunday afternoon in Victoria Hall.
 Frank Probert Master
 Kenneth Campbell, Box 286 Secretary
 Wm. C. Hunter, Box 286 Collector
 R. H. Coggan, Box 81 Receiver
 J. Stewart, Jr. Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets 1st and 3d Sundays, in B. of L. F. hall, W. R. Boucher Master
 W. J. Thurlow, 119 Main St Secretary
 W. H. Allendale Collector
 H. G. Reid Receiver
 John Beattie Magazine Agent

235. THREE BROTHERS; Pittsburgh, Pa.

Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
 J. W. Murphy, 3491 Denny St. Master
 P. S. Williams, 2903 Penn Ave Secretary
 W. J. Adams, Arch St. above 28th Collector
 J. W. Walker, 2552 Penn Ave Receiver
 R. O. Ferrin, 2903 Penn ave Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets 1st and 3d Wednesdays at 1:30 P. M. and 2d and 4th Saturdays at 7:30 P. M.
 W. A. Callahan Master
 O. E. Madison Secretary
 J. P. Steele Collector
 J. R. Nutty Receiver
 J. Grether, Box 118 Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets 1st and 3d Sundays, in Tilton's Hall.
 Ben Dean, Box 101 Master
 M. J. Kennedy, 549 W. Ohio St., Chicago, Secretary
 M. J. Kennedy, 549 W. Ohio St., Chicago, Collector
 Thaddeus Chew Receiver
 H. Brink Magazine Agent

238. PLAIN CITY; Paducah, Ky.

Meets every Wednesday at 7:30 P. M.
 H. C. Kehlman, 1134 Jefferson St Master
 B. F. Smith, Box 616 Secretary
 A. E. Mercer Collector
 H. C. Kehlman, 1134 Jefferson St Receiver
 Henry Kortz Magazine Agent

239. BUCKEYE; Delaware, Ohio.

Meets 2d and 4th Sundays, in Reid & Powell's Hall.
 F. L. Volk, Box 782 Master
 J. J. Quinlan, Box 405 Secretary
 J. J. Jennings Collector
 Jas. B. Healy Receiver
 James Quinlan, Box 405 Magazine Agent

240. GILBERT; Jackson, Mich.

Meets every Monday at 7:30 P. M.
 Jas. F. Eaton, 312 Blackstone St Master
 J. H. Bentley, 114 Cortland St Secretary
 M. A. Henry, 327 Quarry St Collector
 D. Green, 211 Orange St Receiver
 George Holden, 205 Beech st Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.

Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel, Laurell St.
 John Gleam, Box 300 Master
 P. C. Hagerty, Box 300 Secretary
 John McCall, Box 300 Collector
 Andrew Krapf, Box 300 Receiver
 John J. Pickering, Box 300 Magazine Agent

242. WHEATON; Elmira, N. Y.

Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.
 Wm. M. Bacon, 383 Fulton St Master
 Chas. Barker, 870, Cor. Hagee and Washington Ave Secretary
 John B. Carpenter, 714 East Oak St Collector
 J. H. Bartholomew, 108 Ferris St Receiver
 Daniel Keefe, 380 W. Fifth St Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets every Sunday at 2 P. M.
 W. P. Rowe, Texarkana, Ark Master
 S. A. Oliver, Texarkana, Ark Secretary
 M. M. Painter, Texarkana, Ark Collector
 E. H. Christman Glass Box 362, Texarkana, Ark Receiver
 E. H. Christman Glass, Box 362, Texarkana, Ark Magazine Agent

244. T. P. O'ROURKE; Chicago, Ill.

Meets 1st Sunday at 8 P. M. and 2d Sunday at 2:30 P. M., Cor. 14th and Jefferson St.
 C. Naylor, 97 Stewart Ave Master
 Jas. J. Deegan, 298 E. 22d St Secretary
 Wm. Baxter, 637 W. 18 Place Collector
 N. E. Nare, 19 O'Brien St Receiver
 J. B. Thompson, 451 Fifty-Ninth St., Englewood, Ill. Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets every Thursday at 7:30 P. M. and 3d Sunday at 2:30 P. M.
 Joseph F. Dooner, 117½ Barnard St Master
 Adam Hutton, 117½ Barnard St Secretary
 Adam Hutton, 117 Barnard St Collector
 Fleming Goolshy, 212½ Harris St Receiver
 I. R. Steits, 64 West Broad St Magazine Agent

246. MACON; Macon, Ga.

Meets at M. & W. depot every Sunday.
 W. M. Walker, 1325 Fourth St Master
 N. S. Outler, cor. Pine and 6th Sts Secretary
 James Boatwright, 454 Oak St Collector
 J. A. Vining Receiver
 J. I. Davidson, L. Box 482, Vicksburg, Miss Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets every Sunday at 2 P. M., at 49½ Broad St.
 Fred Carlisle, 310 Rawson St Master
 Geo. A. Fechter, 316 Rawson St Secretary
 S. N. Pitchford, 58 Smith St Collector
 John M. Baird, 194 Powers St Receiver
 H. F. Waters, 316 Rawson St Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets 1st and 3d Sundays at 1:30 P. M., in G. A. R. Hall.
 C. A. Mahan, Box 767 Master
 J. S. Brown, Box 704 Secretary
 W. Galliford Collector
 H. L. Adams, Box 537 Receiver
 Chas. Weisell, Box 530 Magazine Agent

- 249. CALUMET; South Chicago, Ill.**
Meets 2d and 4th Sundays at 7:30 P. M., in Engineer's Hall, South Chicago.
Samuel T. Hooper, Judd, Cook Co., Ill., Master
Hugo Logan, Judd, Cook County, Ill., Secretary
John Arft, Collector
O. O. Onsley, So. Chicago, Receiver
Magazine Agent
- 250. GOLDEN LINK; Wilkesbarre, Pa.**
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
E. A. Reiley, Ashley, Pa., Master
W. C. Daugherty, 71 Kidder St., Secretary
C. H. Laman, Kingston, Pa., Collector
C. Vanwhy, Ashley, Pa., Receiver
Elmer Butz, Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets at Stahl's Hall 1st and 3d Sundays.
Theo. Lindenmuth East Mauch Chunk, Master
John McAllister, Box 275, Secretary
L. H. Yetter, Box 275, Collector
C. Roberts, Box 275, Receiver
Chas Hine, Magazine Agent
- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
Harry M. Hinkle, Master
Frank Stocker, Secretary
Geo. W. Ewing, Collector
Martin M. Hinkle, Receiver
Frank Stocker, Magazine Agent
- 253. TRENTON; Trenton, N. J.**
Meets in Bayard Post No. 8, G. A. R. room at 21 E. State St. 1st and 3d Sundays of each month.
John Hatfield, 47 Hart ave., Master
Robert Stockhouse, 697 Broad St., Secretary
Thos. H. Decator, 45 Hart Ave., Collector
Frank P. Parsons, 18 Sandford St., Receiver
Wm. C. Massey, 157 Passaic St., Magazine Agent
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays, at 7:30 P. M. in Masonic Hall.
W. H. Roberts, Master
C. T. Crippen, Box 171, Secretary
P. J. Farrell, Collector
J. P. Hoff, Receiver
Thomas Sheean, Box 25, Magazine Agent
- 255. NEIGHBOR; McCook, Neb.**
Meets in Masonic Hall 1st and 3d Wednesdays, and 2d and 4th Saturdays.
Ernest McConnell, Box 154, Master
I. W. Jackson, Box 85, Secretary
J. W. Jackson, Box 85, Collector
G. A. Tolander, Box 521, Receiver
Frank McAdams, Box 216, Magazine Agent
- 256. HIGH LINE; Como, Colo.**
Meets every Thursday 8 P. M. in McFarlin Hall.
E. Bowerman, Master
G. W. McAleer, Box 47, Secretary
M. S. Matthes, Collector
G. W. McAleer, Box 47, Receiver
Wm. Boynton, Magazine Agent
- 257. KIT CARSON; Raton, New Mexico.**
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
John W. Cullen, Master
Alfred R. Cullen, Secretary
B. F. Pine, Collector
James McPherson, Receiver
Frank Pine, Magazine Agent
- 258. REFO; Nickerson, Kansas.**
Meets in Odd Fellows Hall every Thursday evening at 7:30.
A. E. Leighty, Master
J. S. Wood, Box 185, Secretary
Jas. Banton, Collector
A. S. Ritenour, Receiver
E. A. Devaux, Magazine Agent
- 259. LA JUNTA; La Junta, Colo.**
Meets at Grand Army Hall at Trinidad Plaza.
Frank Bradbury, Box 51, Master
Peter Schmidt, Secretary
Samuel Harrington, Collector
Ednae Averill, Receiver
Jordan Wheeler, Magazine Agent
- 260. CALIFORNIA; Sacramento, Cal.**
Meets 1st and 3d Thursdays at 7 P. M. in Red Men's Hall, Masonic building, 6th and K Sts.
E. Kunz, 1311 Ninth St., Master
J. D. Cummings, Box 107, Secretary
J. A. Baker, 1007 I St., Collector
J. D. Cummings, Box 107, Receiver
Louis E. Graham, C.P. and house, Magazine Agent
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets 1st Sunday 3d Tuesday in Masonic hall.
Morgan Feathers, Box 110, Master
Israel Cook, Box 87, Secretary
Wm. Hanway, Collector
Frank Ewing, Receiver
Ed Manning, Magazine Agent
- 262. QUEEN CITY; West Toronto Junct., Ont.**
Meets 1st and 3d Mondays, and 2d and 4th Tuesdays at Carlton Hall.
W. B. Ritchey, Box 61, Master
A. E. Stewart, Secretary
William Hyndman, Box 61, Collector
John Price, Receiver
John Regan, Magazine Agent
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at Alamo Hall.
Thomas Thrallkill, Box 55, Master
G. W. Spangler, 708 N. Carral St., San Antonio, Texas, Secretary
B. C. Nelson, Box 10, Collector
A. E. Aikman, Box 10, Receiver
A. Brownson, Magazine Agent
- 264. J. K. GILBREATH; Butte City, Montana.**
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
Joseph Byrne, Box 4, South Butte, Master
Peter Grant, South Butte, Secretary
Geo. Tyndall, Box 832, Collector
C. H. DeCamp, Box 5, South Butte, Receiver
John Meeks, South Butte, Mon., Magazine Agent
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meets 1st and 3d Sundays at 2:30 P. M. in I. O. O. F. Hall.
H. Norris, 59 River avenue, Master
G. P. Downey, 13 Wenham avenue, Secretary
Walter Follett, Collector
J. Kitzelman, 68 California St., Receiver
F. G. Kough, 525 S Division St., Magazine Agent
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meet 2d and 3d Fridays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
J. E. Moquin, Master
J. A. Barkley, Secretary
L. Kittell, Collector
Frank Welshe, Receiver
T. S. Kelley, Magazine Agent
- 267. ENDEAVOR; Algiers, La.**
Meets in St. Charles Hall at 2 P. M. every Sunday.
M. H. Brown, 78 Webster Ave., Master
J. E. Goff, 126 Elmira St., Secretary
Jas. Stockton, 58 Vallette St., Collector
A. B. Walters, 110 Pacific Ave., Receiver
A. H. Flynn, 87 Pacific Ave., Magazine Agent
- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
D. V. Cahill, 1327 Market St., Master
D. V. Cahill, 1327 Market St., Secretary
Jas. Harrington, 310 Long St., Collector
T. O'Leary, 52 McCreary St., Cor Hines, Nashville, Tenn., Receiver
- 269. O. K.; Cincinnati, Ohio.**
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Luddon, 24 Pearson St., Master
R. E. McKenzie, 151 Baymiller St., Secretary
Geo. Kirshner, 67 15th St., Covington, Ky., Collector
Dan. P. Keegan, 439 Richmond St., Receiver
Ed. Cullen, 27 Budd St., Magazine Agent
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson, 2216 Cedar Ave., Master
D. Lucas, 407 Fifth St. S., Secretary
A. M. Getchell, 27 Second St. S., Collector
Chas. Kroft, 2116 Twenty-Ninth St. S., Receiver
Ambrose Powell, 3020 28th Ave. So., Mag. Agent

- 271. BYRAM; Stanhope, N. J.**
Meets in Drake's Hall, 2d and 4th Sundays at 4 P. M.
R. A. Trezise, Box 30, Port Morris . . . Master
Wm. Weiler, Box 25, Port Morris . . . Secretary
W. H. Blanchard, Port Morris . . . Collector
Wm. Weiler, Box 25, Port Morris . . . Receiver
Patrick Ash, Port Morris, N. J. Magazine Agent
- 272. WILSON; Junction, N. J.**
Meets every Monday evening in P. O. S. and A. Hall, Cor. Fifteenth and Holliday Sts.
Jno. S. Eveland, Jr. . . . Master
J. E. Dineen . . . Secretary
Jacob S. Rodenbough . . . Collector
J. W. Gary . . . Receiver
Arthur Kirkendall . . . Magazine Agent
- 273. DENVER; Denver, Colo.**
Meets every Monday night in Odd Fellows Hall, 889 Santa Fe St.
R. M. Huntington, 562 Santa Fe St. . . Master
H. J. Sweeney, 1043 Seventh St. . . Secretary
C. H. Curtis, 458 Clark St. . . Collector
W. J. Bratton 1245 Pimont St. . . Receiver
J. E. Nichols, 2221 Lawrence St. . . Magazine Agt
- 274. JACKSON; Chilton Forge, Va.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Odd Fellows Hall.
J. H. Wright . . . Master
C. H. Butcher, Charlottesville, Va. . . Secretary
W. G. Dudley . . . Collector
J. H. White, 811 Stewart St., Staunton . . Receiver
R. R. Johnson . . . Magazine Agent
- 275. LEE; Richmond, Va.**
Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays at 1:30 P. M.
C. W. Jenkins, N. N. & M.V. Round House, Master
W. V. Bradshaw, R. D. Round House, Manchester, Va. . . Secretary
W. R. Sanders, 4 N. 18th St. . . Collector
Wm. J. Burke, N.N. & M.V. Round House. Receiver
C. M. Lively, 905 North Fifth St. . . Mag. Agent
- 276. GRAFTON; Grafton, W. Va.**
Meets 2d and 4th Sundays at 1 P. M.
Ed. Dixon . . . Master
J. E. Conners . . . Secretary
M. Dorsey . . . Collector
A. B. Enoch . . . Receiver
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
O. E. Adams, L. & N. Shops . . . Master
R. H. McCarty, L. & N. Shops . . . Secretary
R. H. McCarty, L. & N. Shops . . . Collector
Frank I. Carney, L. & N. Shops . . . Receiver
W. A. Crawford, L. & N. Shops. Magazine Agent
- 278. ANDERSON; Vicksburg, Miss.**
Meets 1st and 3d Tuesdays at 2 P. M. and 2d and 4th Fridays at 7 P. M.
H. J. Stanton, L. Box 482 . . . Master
J. O. Brown, L. Box 482 . . . Secretary
B. G. Larkin, L. Box 482 . . . Collector
J. O. Brown, L. Box 482 . . . Receiver
E. Wright, L. Box 482 . . . Magazine Agent
- 279. METEOR; McComb City, Miss.**
Meets every other Sunday at 3 P. M. in Odd Fellows Hall.
E. M. Coe, Box 87 . . . Master
A. W. Jennings, Box 87 . . . Secretary
A. W. Jennings, Box 87 . . . Collector
Ike H. Martin, Box 87 . . . Receiver
E. M. Coe Box 87 . . . Magazine Agent
- 280. OZARK; Thayer, Mo.**
Meets Sundays at 9 A. M. in Sachs' Hall.
W. H. Lohnes, Box 237 . . . Master
Jacob Myers, Box 185 . . . Secretary
George Hopewell . . . Collector
W. M. Jackson . . . Receiver
A. R. Reed . . . Magazine Agent
- 281. TUNNEL HILL; New Albany, Ind.**
Meets in Hedden's Hall 1st and 3d Sundays at 2 P. M.
Thos. D. Fisher . . . Master
H. H. Hopkins . . . Secretary
W. H. Sables . . . Collector
Wm. H. Stephens, N. 7th St. . . Receiver
Robt. Chapman . . . Magazine Agent
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meets in Lotta Hall on 1st and 3d Sundays at 2:30 P. M.
Wm. F. Gibson . . . Master
Calvin Minnleear . . . Secretary
Homer W. Baldwin . . . Collector
Kelley Holsclaw . . . Receiver
Geo. W. House . . . Magazine Agent
- 283. LACKAWANNA; Great Bend, Pa.**
Meets in Kettler's Hall 2d Sunday and 4th Wednesday.
Frank J. May, Hallstead, Pa. . . Master
E. Edenger . . . Secretary
T. L. Connelly, Great Bend, Pa. . . Collector
H. P. Trowbridge, Hallstead, Pa. . . Receiver
T. J. Connor, Hallstead, Pa. . . Magazine Agent
- 284. ELM CITY; New Haven, Conn.**
Meets at Elk's Hall, 852 Chapel St. 1st Saturday and 3d Sunday afternoon.
E. A. Ferrell, 159 Rosette St. . . Master
Eugene S. Alling, 161 Spring St. . . Secretary
W. H. Dellert, 43 Carlisle St. . . Collector
Wm. A. Pyle, 46 Arthur St. . . Receiver
Chas. A. Baldwin, 243 Greenwich Ave. . . Magazine Agent
- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month, Cor Pratt and Main Sts., in Bliss Hall.
H. L. Stearns, 4 Wooster St. . . Master
E. E. Bill, 27 Vine St. . . Secretary
B. A. Thayer, 112 Hopkins St. . . Collector
H. L. Stearns, 4 Wooster St. . . Receiver
J. H. Osmond, 83 Fairmont St. . . Magazine Agent
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meets in B. L. E. Hall 2d and 4th Sundays at 2 P. M.
Wilfred Borland, 412 N. 4th St. . . Master
Adolphus Fixel, 1214 Miller St. . . Secretary
Robert Steiner, 975 N. 4th St. . . Collector
Wesley Beck, 124 Sears St. . . Receiver
A. Fixel, 1214 Miller St. . . Magazine Agent
- 287. ALTOONA; Altoona, Pa.**
Meets every Sunday at 2 P. M., in Ott's Hall, Twelfth St.
T. D. Trout, 2d ave. and 7th St. . . Master
J. C. Brode, 1004 Nineteenth St. . . Secretary
W. G. Miller, 1903 Union Ave . . . Collector
F. A. Davis, 1803 Union Ave . . . Receiver
W. R. Yockey, cor 10th Ave and 24th St. Mag Agt
- 288. EMMET; Eatherville, Iowa.**
Meets 1st Sunday and third Monday at 7:30 P. M. in Masonic Hall.
Geo. Godden, Box 76 . . . Master
P. J. Sullivan, Box 48 . . . Secretary
A. L. Houlthouser, Box 5 . . . Collector
W. S. Davis, L. Box 80 . . . Receiver
J. H. Carberry . . . Magazine Agent
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine . . . Master
Geo. Morgan, Box 575 . . . Secretary
Wm. H. Anvan . . . Collector
Wm. Edwards . . . Receiver
Wm. Edwards . . . Magazine Agent
- 290. MARION Hannibal, Mo.**
Meets in Emmet Hall, 2d & 4th Sundays at 7 P. M.
W. E. Miles, 1101 Church st. . . Master
L. R. Bickel, 510 Bluff St. . . Secretary
J. W. Rowland, 406 N. 3d St. . . Collector
W. F. Ritter, 217 S. 4th St. . . Receiver
L. R. Bickel, 510 Bluff St. . . Magazine Agent
- 291. ATLANTIC; Brooklyn, N. Y.**
Meets 2d Saturday evenings and 4th Sunday mornings at Pythian Hall.
George Sm th, Sheffield ave near Atlantic ave . . . Master
G. W. Bruno, Stanton E. . . Secretary
Geo. Eichhorn, Fulton Ave, bet. Butler and Miller . . . Collector
W. M. Valentine, Fulton St and Manhattan Crossing, Station E. . . Receiver
Ed. Locke, 657 Madison St . . . Magazine Agent

302. POCAHONTAS; Holden, Mo.

Meets in Odd Fellows' Hall, 2d and 4th Saturday.
 J. C. Bell Master
 C. R. Johnson Secretary
 W. A. Bedell Collector
 W. M. Bedell Receiver
 G. R. Johnson Magazine Agent

303. LAFAYETTE; Philadelphia, Pa.

Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
 J. J. Leahy, 2827 Fremont St. Master
 W. J. Sharkey, 2605 Somerset St., Station E Secretary
 J. J. Haughey, 2710 Hewson St. Collector
 D. J. Kilty, 2809 Edgemont St. Receiver
 G. W. Nevill, 1541 Palmer St. Magazine Agent

304. OHIO RIVER; Huntington, W. Va.

Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
 O. G. Temple, Box 262 Master
 G. W. Lynch, Box 262 Secretary
 O. G. Temple, Box 262 Collector
 F. C. McDaniels, Box 262 Receiver
 G. W. Lynch, Box 262 Magazine Agent

305. U. S.; Davenport, Ia.

Meets 1st and 3d Sunday of each month.
 J. V. Cunningham, 1314 Carry Ave. Master
 A. R. Kough, 1235 Harrison St. Secretary
 A. B. Kough, 1235 Harrison St. Collector
 A. M. Kough, 1235 Harrison St. Receiver
 F. W. Duncan, 506 Brady St. Magazine Agent
 C. F. McSteen, care John McSteen, Magazine Agent

306. IRON RANGE; Duluth, Minn.

Thomas Kelly, Two Harbors, Minn. Master
 Walter H. Bell, Box 280, Two Harbors, Minn. Secretary
 P. J. McGuire, Two Harbors, Minn. Collector
 Alfred Dahl, Rices' Point, Duluth. Mag. Agent

307. CLARK; Jeffersonville, Ind.

Meets 2d and 4th Monday at Beck's Hall.
 J. Wilson, Box 392 Master
 C. K. Buehler Secretary
 P. J. Gavin Collector
 A. B. Chambers Receiver
 P. A. Coleman Magazine Agent

308. GLENCOE; St. Louis, Mo.

Meets at 2817 Chouteau Ave., 1st and 3d Mondays at 1:30 P. M.
 Geo. T. Andrews, 2029 Eugenie Street Master
 J. W. Reynolds, 2132 Gratiot St. Secretary
 Charles A. Durnell, 512 Montrose ave. Collector
 W. J. Murphy, 314 Montrose ave. Receiver
 John McClusky, 1418 Joab St. Magazine Agent

309. CENTRAL OHIO; Crestline, Ohio.

Meet at Jeners' Hall every Wednesday at 7 P. M.
 James Butler, Alliance Master
 W. H. Zink Secretary
 G. R. Rock, Box 85 Collector
 C. H. Ridge, Box 87 Receiver
 W. S. Brown Magazine Agent

310. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall 1st, 3d and 5th Mondays at 2 P. M.
 A. S. Hewitt, Box 834 Master
 W. H. Roe L. Box 644 Secretary
 W. H. Henry, Box 49 Collector
 Jas. Whitby, L. Box 704 Receiver
 Low Willson, 7th street Magazine Agent

311. GREEN MOUNTAIN; Lyndonville, Vt.

Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. in Engineer's hall.
 Samuel J. Norris Master
 Frank W. Thompson Secretary pro tem
 Frank W. Thompson Collector
 Wm. M. Weeks Receiver
 Frank W. Thompson Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.

Meets alternate Sundays in Reisinger Hall, Main street, Connellsville, Pa.
 J. P. Smith, Box 261 Master
 A. C. Plante Box 173 Secretary
 S. A. McPhee, Box 887 Collector
 A. C. Plante, Box 173 Receiver
 E. W. Ellison Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets 1st and 3d Sundays.
 J. J. Corcoran, 151 Monroe St. Master
 J. B. Irwin Secretary
 J. V. Ament Collector
 Moses Cantlin Receiver
 Chas. Burch, 155 E. Wilson St. Magazine Agent

304. THREE BRANCH Argenta, Ark.

Meets every Saturday evening at 7:30 P. M., in Moses Hall, Argenta, Ark.
 Jas. S. Sharp Master
 Chas. E. Humphrey Secretary
 R. S. Hunt, Box 157 Collector
 R. G. Curtis Receiver
 B. A. G. Sell, Box 115 Magazine Agent

305. UNWIN; Rat Portage, Ontario.

Meets in Garfield Hall, 1st and 3d Wednesdays.
 Sam S. Wilson, Rat Portage Master
 Wm. Burrage, Box 40 Secretary
 Wm. Munt Collector
 Chas. Unwin Receiver

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 3 P. M. in Temple Hall, Sanborn block.
 J. C. Muzzey, 17 Green St. Master
 F. H. Favor, 11 Fremont St. Secretary
 Z. H. Durkee, Box 248, White River Junction, Vt. Collector
 James Burbeck, 14 Prince St. Receiver
 C. S. Woods, cor. Linden & Beacon sts. Mag Agent

307. HAMDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
 Chas. A. Chapin, B. & A. Engine House Master
 Geo. W. Pettingill, B. & A. Engine House Secretary
 John Fenton, 108 Congress St. Collector
 M. D. Newton, Merrick, Mass. Receiver
 F. R. Childs, B. & A. Eng. House, Magazine Agent

308. BELLE HAVEN; Alexandria, Va.

Meets 2d and 4th Sundays.
 E. B. Kemp Master
 N. B. Grant Secretary
 H. J. Mortimer Collector
 W. M. Mansfield 1018, Duke st. Receiver
 H. J. Mortimer Magazine Agent

309. BARTHOLDI; Long Island City, N. Y.

Meets 2d Mondays and 4th Saturdays in Schwalenberg Hall.
 Wm. J. Simon, Box 28, Shuetzen Park, L. I., N. Y. Master
 Jno. W. Brown, 147 Dupont St., Green Point, L. I., N. Y. Secretary
 Edward Murphy, Sag Harbor, L. I. Collector
 Frank Sembler Receiver
 W. J. Rooney Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets 1st, 3d and 4th Wednesdays at 7:30 P. M., and 3d Sunday at 2 P. M.
 G. B. Meyers, Box 108 Master
 H. E. Hootman Secretary
 H. C. Martin Collector
 Joshua Rhodes Receiver
 E. Moore Magazine Agent

311. BELLE PLAINE; Belle Plaine, Ia.

Meets in V. A. L. Hall 1st and 3d Sundays.
 Arthur Kennedy Master
 J. C. Hanby, Box 228 Secretary
 I. W. Miller, Box 341 Collector
 C. A. Howe, Box 379 Receiver
 H. Hartwell Magazine Agent

- 312. BLUE VALLEY; Wymore, Neb.**
Meets in Masonic Hall 1st and 3d Sundays.
W. F. Hackett, Box 138 Master
B. A. Downen Secretary
L. W. Small Collector
S. E. Fulton, Box 85 Receiver
B. A. Downen Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets alternate Mondays at 7:30 P. M.
John Donovan, Box 32, Armstrong, Kan. . . Master
Thos. McHale, Box 26, Armstrong, Kan. . . Secretary
M. S. Laughlin, Box 54 Collector
Emmett Lewis, Armstrong, Kan. Receiver
John Lynch, Armstrong, Kan. Magazine Agent
- 314. MINERVA; New Castle, Pa.**
Meets every 2d Sundays in K. of P. Hall.
E. W. Shatto, Mahoningtown, Pa. Master
George Lutton Secretary
Jerry Pyle Collector
Robert Russell, 125 Chestnut St. Receiver
George McCrea, Mahoningtown, Magazine Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at Odd Fellows Hall,
101 Hudson avenue.
Oliver J. Ogden, 58 James st Master
Wm. J. Murray, 68 High St Secretary
Jas. A. Dardis, 85 James St Collector
H. R. Peach, 29 George St Receiver
O. J. Ogden, 39 Swan st Magazine Agent
- 316. OMEGA; Buffalo, N. Y.**
Meets every Saturday evening at Siebert's Hall,
corner Jefferson and Bristol Sts.
J. R. Huntley, 79 Van Rensseler St Master
Wm. H. Walsh, 1903 Broadway Secretary
T. C. Burke, 833 Seneca St Collector
Robt. O. Williams, 89 Watson St Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent
- 317. MOUNT PENN; Reading, Pa.**
Meets 1st and 3d Sundays, at 9:30 A. M. in Bland's
Hall, 9th and Penn Sts.
George Leeds Master
Wm. Gordon, 836 Green St. Secretary
Wm. J. A. Kendall, 833 Green St. Collector
L. Brownback, 226 N. 8th St. Receiver
M. W. Pottelger, West Leesport, Pa. Mag. Agent
- 318. IBEON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**
Meets 1st and 3d Monday evenings at 7:30, in
Speck's Block, cor. 2d and Hazlewood avenue.
J. F. Willis, Glenwood, 23d Ward Master
W. C. Alexander, Glenwood, 23d Ward. Secretary
J. A. Woodcock, Glenwood, 23d Ward. Collector
W. J. McNamamy, Glenwood, 23d ward . Receiver
Wm. Carter, 23d Ward, Lytle St. Magazine Agent
- 319. ORPHANS' HOPE; Dennison, Ohio.**
Meets every Tuesday at 6:30 P. M., standard time.
John Roach Master
John C. Linduff Secretary
John Roach Collector
Harry R. Brown, Jr. Receiver
James A. Pollock Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**
J. A. Scanlon, 475 Whitehall St., St. Paul. Master
J. H. Salley, 617 Minnehaha St., St. Paul, Secretary
A. H. Hunter, 751 Edgerton St., St. Paul, Collector
R. A. Hetherington, 534 Grove St., St. Paul, Minn. Receiver
T. C. Hetherington, 528 E. Seventh St., St. Paul Magazine Agent
- 321. SNOW DRIFT; Chapeau, Ont.**
Meets in B. of L. F. Hall, First and Third Mon-
days at 7:30 P. M.
A. Rathwell, C. P. R. R. Master
W. J. Devlin, C. P. R. R. Secretary
Mark Bowles Collector
J. McAdams, C. P. R. R. Receiver
Herbert D. Gay Magazine Agent
- 322. WISSAHICKON; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month, at S.
E. cor. 10th and Spring Garden Sts.
L. D. Woodington, 1939 N. Ninth st Master
James Haas, 2135 Darien St Secretary
James Haas, 2135 Darien St Collector
Joseph Harrison, 668 Jay St Receiver
John Kiple, 908 Green St. Magazine Agent
- 323. ANTHRACITE; Tamaqua, Pa.**
Meets in Kern's Hall, 2d and 4th Sundays.
Wm. H. Fry, Master
Wm. Heckman, Box 367 Secretary
Andrew Frank Collector
Wm. J. Dintinger, Box 347 Receiver
Jos. Mucklow Magazine Agent
- 324. MOUNTAIN GROVE; Catawissa, Pa.**
Meets 2d and 4th Sundays of each month at 1:30
P. M., in News Item Hall.
J. W. Fisher, Box 222 Master
Jeremiah Haley Secretary
Jeremiah Haley Collector
James Kelly, Box 174 Receiver
Geo. E. Mensch, Rupert, Columbia Co. . . . Magazine Agent
- 325. SCHUYLKILL VALLEY; Pottsville, Pa.**
Meets 2d and 4th Sunday evenings of each month.
Chas. H. Wesley, 603 N. 3d St. Master
W. H. Sowers, 102 Savoy St. P. O. Alto, Secretary
Pottsville, Pa. Collector
T. F. Brennan, 393 Hotel St., Pottsville, Pa. Receiver
Hugh F. Gillespie, 154 E. Bacon St., Palo Alto, Pottsville, Pa. Magazine Agent
Jas. Fitzpatrick, Mt. Carbon, Pa.
- 326. FOLWELL; Bradford, Pa.**
Meets 1st & 3d Sundays at 7:30 P. M. in G. A. R. Hall.
Geo. P. Clough, 6 Allison St. Master
J. H. Fenner, 69 High St. Secretary
W. J. Palmer, 37 Jefferson St. Collector
Geo. P. Clough, 6 Allison St. Receiver
P. T. Lane, 13 Boyeston St. Magazine Agent
- 327. SILVER MOUNTAIN, Needles, Cal.**
Meets every Saturday in K. of L. Hall.
W. B. Cordingly Master
J. M. Griffith Secretary
Chas. Diffinbaugh Collector
M. H. Smith Receiver
John M. Griffith Magazine Agent
- 328. STONE BALLAST; Plattsmouth, Neb.**
Meets in K. P. Hall alternate Sundays at 2 P. M.
C. P. Curtis Master
H. F. Zinn Secretary
J. E. Kline Collector
W. P. Ferguson, L. Box 916 Receiver
J. Rowan, Box 56 Magazine Agent
- 329. SOLOMON VALLEY; Downs, Kansas.**
Meets 1st and 3d Sundays at 1:30 P. M. in Masonic
Hall.
H. E. Wade Master
E. Remy, Box 109 Secretary
John Milheiser, Box 102 Collector
C. Tunnelliff, Box 110 Receiver
R. J. Dunlay Magazine Agent
- 330. RIVER VIEW; Kansas City, Kansas.**
Meets 2d and 4th Thursday evenings at Melville
Hall.
Jos. O'Loughlin, Armourdale, Kan. Master
R. L. Stewart, 14-5 Wyoming St Secretary
J. J. Barr, Station A Collector
I. T. Ward, Box 4, Station A, Kansas City, Mo. Receiver
J. J. Barr, Station A Magazine Agent
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**
Meets in Foresters' Hall, Cor. 81st St. and Vin-
cennes Ave., Auburn, Ill.
Wm. Muldoon, Auburn Junction, Cook Co., Ill. Master
J. D. Flood, Box 34, S. Englewood Secretary
J. McCarty, Auburn Junction, Ill. Collector
Wm. Smith, S. Englewood, Ill. Receiver
W. Smith, S. Englewood, Ill. Magazine Agent
- 332. STONE MOUNTAIN; Augusta, Ga.**
Meets every alternate Sunday in hall corner of
Broad and Jackson Sts.
B. W. Furber, Ga. R. R. Shops Master
P. J. Buckley, Cen. R. R. shops Secretary
W. W. Blasingale, Ga. R. R. Shops Collector
John B. Nunn, 934 Fenwick St. Receiver
W. T. Johnson, Ga. R. R. shops Magazine Agent

- 333. FAIRMOUNT; Philadelphia, Pa.**
Meets in Hancock Hall, Cor. 40th St. and Lancaster Ave., 2d and 4th Tuesday evenings.
B. F. M. Keffer, 3921 Aspen St. Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maut, 830 N. 40th St. Collector
Harry C. Ewing, 830 N. 40th St. Receiver
Frank S. Pierce, 831 N. 39th St., West Phila. Magazine Agent
- 334. ELLSWORTH; Philadelphia, Pa.**
Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth st.
Louis Genay, 1007 Ward St. Master
Wm. Akin, 1613 Mole St. Secretary
H. A. Krauss, 1706 Afton St. Collector
F. H. Hartzell, 1506 Lukens St. Receiver
Harry Yocum, 921 S. 18th St. Magazine Agent
- 335. SAINT ADOLPHUS; Hochelara, Canada.**
Meets alternate Sundays at 111 Moreau St., Tremblay Block.
Alfred Pring, 20 Roch Lane, Montreal . . . Master
Peter Dionne, 69 Iberville St, Montreal, Secretary
Peter Dionne, 69 Iberville St, Montreal . . . Collector
J. G. Brazeau, 111 Moreau St. Receiver
J. Lonstreth, 107 Marlborough St. Mag. Agent
- 336. FALL RIVER; Neodesha, Kansas.**
Meets 2d and 4th Saturdays, in I. O. O. F. Hall.
L. N. Baker, Box 175 Master
I. H. Berry, Box 175 Secretary
J. A. McPaul Collector
Chas. Koehler Receiver
Mose Weekley Magazine Agent
- 337. BIG FOUR; Kansas City, Mo.**
Meets alternate Thursdays at 7:30 P. M., at 1710 Holly St.
Clinton T. Allis, 1802 Bellevue Ave. . . . Master
L. F. Stephens, 1007 W. Seventeenth St., Secretary
Chas. E. Thompson, 1226 Reservoir St. . . . Collector
N. F. Clough, 1812 Holly St. Receiver
Chas. E. Thompson, 1226 Reservoir St., Mag. Agent
- 338. WEST BRANCH; Renovo, Pa.**
Meets alternate Sundays in Spangler's Hall, Cor. 8th St. and Huron Ave., at 1:30 P. M.
W. C. Robinson Master
F. A. McGuire Secretary
R. C. McFarland Collector
G. B. McManigal Receiver
James Campbell Magazine Agent
- 339. WHITE BREAST; Charlton, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
M. L. Bixler Master
A. M. Williby, L. Box 781 Secretary
G. C. Koebel Collector
T. H. Sanford Receiver
Albert Brown Magazine Agent
- 340. STAR OF THE WEST; Newton, Kan.**
Meets in Odd Fellows' Hall alternate Thursdays, at 7:30 P. M.
G. W. Wilcox, 128 W. Second St. Master
Chas. S. Druce, L. Box 169 Secretary
J. E. Drennan, L. Box 169 Collector
John G. Wright, L. Box 169 Receiver
W. S. Dix Magazine Agent
- 341. BONE; White Haven, Pa.**
Meets in Runkey's Hall at 2 P. M., 2d and 4th Sundays.
Chas. Breutzman Master
Wilson Dotter Secretary
Chas. Packer Collector
Wm. Hartley Receiver
Jas. N. Deterlin Magazine Agent
- 342. GOLD RANGE; Donald, B. C.**
Meets in Firemen's Hall every Wednesday.
David Morton, Vancouver, B. C. Master
Geo. B. Govett, Box 49 Secretary
Geo. B. Govett, Box 49 Collector
Arthur Randall, Donald, B. C. Receiver
John Simons, Revelstoke, B. C. Magazine Agent
- 343. CASCADE; Medicine Hat, North West Terr.**
Meets in Masonic Hall, 2d and 4th Sundays.
W. A. Walker Master
James Hawthorne, Box 66 Secretary
Chas. E. Parker, Box 66 Collector
C. E. Harris, Box 66 Receiver
Frank W. Dean, Box 66 Magazine Agent
- 343. WHITSETTE; Charlotte, N. C.**
Meets in I. O. O. F. Hall 1st, 3d and 4th Sundays at 11 A. M.
Ernest Garraux, Box 21 Master
Wm. A. Kizziah, Box 21 Secretary
Chas. L. Cauble, Box 21 Collector
R. G. Smith, Box 21 Receiver
T. J. Petters Magazine Agent
- 344. BRADSHAW; Columbia, S. C.**
Meets in Phoenix Hall 1st and 3d Sundays at 2:30 P. M.
D. C. Dickert Master
R. D. Morton, Box 368 Secretary
R. D. Morton, Box 368 Collector
G. P. Lawrence Receiver
Oscar Land Magazine Agent
- 345. FRONT END; Paris, Texas.**
Meets in K. P. Hall, Sundays at 2:00 P. M.
J. N. Belen Master
Joseph Gerard Secretary
Sylvester Hind Collector
James Lyons Receiver
J. N. Belen Mag. Agent
- 346. FLOWERY LAND; Pensacola, Fla.**
Meets in Odd Fellows' Hall 1st and 3d Mondays.
W. A. Shackleford, Box 86 Master
F. T. Martin, Box 86 Secretary
H. A. Hatch, Box 86 Collector
J. I. Sizor, Box 86 Receiver
C. C. Dean Magazine Agent
- 347. OLD FORT; Dodge City, Kansas.**
Meets in I. O. O. F. Hall, 1st, 2d and 4th Thursdays at 2 P. M.
B. S. Williams, L. Box 503 Master
John O'Brien, Box 329 Secretary
W. C. Fadle, Box 206 Collector
Wm. Pinkerton, Box 320 Receiver
John O'Brien, Box 329 Magazine Agent
- 348. BLUE MOUNTAIN; LaGrande, Oregon.**
Meets in I. O. O. F. Hall 1st and 3d Wednesdays at 7 P. M.
E. A. Stephens, L. Box 93 Master
F. E. Herr, L. Box 37 Secretary
T. H. Boynton, L. Box 13 Collector
F. G. Schilke, L. Box 37 Receiver
Ed Jacobson, L. Box 47 Magazine Agent
- 349. HUDSON RIVER; Union Hill, N. J.**
Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
Henry Grimm, Weehawken P. O., Union Hill Master
L. T. Burns, New Durham, N. J. Secretary
Milton Smith Collector
J. E. Boyle, Weehawken P. O., Union Hill, N. J. Receiver
Harry A. Dwyer, New Durham, N. J. Mag. Agt
- 350. JAMES DONNELLY; Perth Amboy, N. J.**
Meets in K. of P. Hall 2d and 4th Sundays.
W. J. Ditzler Master
Geo. F. Disbrow, South Amboy, N. J., Secretary
Constant Coley Collector
T. R. Mertz Receiver
Levi M. Landis Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**
Meets in Engineer's Hall 1st and 3d Sundays at 1:45 P. M., and 4th Monday at 7:30 P. M.
Chas. E. Preston, Box 148 Master
Edward H. Culver Secretary
John McAllister Collector
C. P. Kelley, Box 336 Receiver
Thomas Coleman Magazine Agent
- 353. MARBLE CITY; Rutland, Vt.**
Meets 1st and 3d Sundays in E. A. U. Hall.
C. S. Wardwell, 7 Grant Ave Master
W. O. Phipps, Cor. Strong's Ave. and Main street Secretary
J. E. Pratt, 24 Plain St Collector
J. C. Cannon, 63 River St. Receiver
C. E. Munson, 3 Granger St. Magazine Agent

- 354. HOBOKEN; Hoboken, N. J.**
Meets in Burnett's Hall 2d Sundays and 4th Saturdays.
John Curran, 222 Erie St., Jersey City, N. J., Master
J. S. Kennan, 139 Second St., Secretary
Elmer E. Huff, Hackettstown, N. J., Collector
Emmons C. Williams, Morristown, N. J., Receiver
D. McNamara, Summit, N. J., Magazine Agent
- 355. STONE CITY; Joliet, Ill.**
Meets in Switchman's Hall 1st Tuesdays at 7:30 P. M., and 3d Sundays at 2:30 P. M.
W. W. Brooker, 134 S Hickory St., Master
Chris. Nolan, 123 Grover St., Secretary
M. O'Grady, 701 Scott St., Collector
T. F. Hannan, 411 S Desplaces St., Receiver
C. O. Bond, Magazine Agent
- 356. CHAUNCEY M. DEFEW; Albany, New York.**
Meets 1st and 3d Tuesdays.
Elmer G. Allen, 26 Westerlow St., Master
Robt. J. Lilly, 57 First St., Secretary
P. S. Dormady, 24 Trinity Place, Collector
S. E. Sweet, 466 Broadway, E. Albany, Receiver
O. Degroff, 160 Clinton Ave., Magazine Agent
- 357. JUSTICE; Vanceboro, Maine.**
Meets in A. O. U. W. Hall at Vanceboro and Main Streets, 2d and 4th Saturdays.
Wm. A. Smith, Carleton, St. Johns, N. B., Master
J. E. Shea, Secretary
C. J. Tabor, Woodstock, N. B., Collector
D. C. West, Brewer, Maine, Receiver
Fred. W. Henderson, Farren St., Portland, St. Johns, N. B., Magazine Agent
- 358. COOKE; West St. Paul, Minn.**
Meets in Martin's hall, Cor. Fairfield and Dakota Ave., West St. Paul, 2d and 4th Sundays, at 2:00 P. M.
Fred J. Swanson, Dubuque, Iowa, Master
E. W. Freeman, Secretary
Mark L. Murray, 285 Concord St., West St. Paul, Minn., Collector
C. J. Sleeper, 38 Chicago Ave., St. Paul, Minn., Receiver
E. F. Ward, 188 Custer St., West St. Paul, Minn., Magazine Agent
- 359. BIG FLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
Thos. M. Brown, Master
Ed. Herning, Box 372, Secretary
Charles Weddle, Box 450, Cherryvale, Kan., Collector
Ed. Dickson, Box 365, Receiver
H. E. Hansen, Box 365, Wellington, Kansas, Magazine Agent
- 360. COLD SPRING; Springfield, Ohio.**
Meets in Lentz's Hall, second and last Sundays.
L. L. Young, Master
I. P. Polling, 47 Lincoln Avenue, Secretary
E. E. Leonard, Sandusky, Ohio, Collector
Arthur W. Biuns, 27 Lincoln Ave., Receiver
Ed. McDermott, 224 Shelby St., Magazine Agent
- 361. TRIED AND TRUE; Vincennes, Ind.**
Meets in K. of H. Hall every Sunday at 2 P. M.
Lon Prewitt, 714 N. 7th St., Master
W. A. Wendling, O. & M. shops, Secretary
Chas. Shermehorn, O. & M. shops, Collector
Daniel Cadden, O. & M. shops, Receiver
J. H. Deputy, O. & M. shops, Magazine Agent
- 362. CATARACT; Niagara Falls, Ontario.**
John J. Rogers, Suspension Bridge, N. Y., Master
John Murray, Secretary
J. C. Flynn, Collector
Thomas Histrop, Receiver
J. W. Francis, Magazine Agent
- 363. METROPOLITAN; New York, N. Y.**
Meets at 490 Eighth Ave., 1st and 4th Sunday afternoons.
Artemas W. Eggleston, White Plains, N. Y., Master
Nat. Sawyer, 1119 Tenth Avenue, Secretary
Frank Mellins, 438 Tenth Avenue, Collector
R. E. Butterfield, 1111 Ninth Avenue, Receiver
M. J. Lynch, White Plains, N. Y., Magazine Agent
- 364. SINGERLY; Philadelphia, Pa.**
Geo. A. Valentine, 58th & Woodland ave., Master
John Hickey, 8,211 Woodland ave., Secretary
G. W. Gregg, Jr., Grace Ferry Sta'n B. & O., Collector
J. I. Way, 205 Tome st Baltimore Co Md., Receiver
W. G. Staats, 8,211 Woodland ave., Magazine Agent
- 365. VIOLET; Bellows Falls, Vt.**
Meets 1st and 3d Saturday eve., in G. A. R. Hall
James Stack, Master
C. H. Thompson, Secretary
E. C. Wiley, Windsor, Vt., Collector
G. C. Farnsworth, Charleston, N. H., Receiver
F. E. Keach, Brattleboro, Vt., Magazine Agent
- 366. HAGERSTOWN; Hagerstown, Md.**
Meets every Sunday, in Red Men's Hall, corner Washington and Potomac Sts.
S. R. Hackers, Master
J. J. Morrow, Shepardtwn, W. Va., Secretary
S. F. Johnson, Collector
D. A. Wallace, Receiver
C. L. Mullenlux, L. Box 61, Magazine Agent
- 367. MORGAN CRANE; Somerset, Ky.**
Meets 1st and 15th of each month, in Engineer's and Firemen's Hall.
Horace G. Lucas, Master
James Ford, Secretary
James S. Morris, Collector
J. W. Fowler, Receiver
James S. Morris, Magazine Agent
- 368. DEEP WATER; Springfield, Mo.**
Meets in K. of P. Hall 1st, 2d and 3d Mondays.
W. R. Smith, Jr., Box 846, Master
T. A. Buttery, Box 1027, Secretary
Lee H. Davidson, Box 358, Collector
C. W. Henry, Receiver
Charles Hall, Magazine Agent
- 369. WALNUT VALLEY; Eldorado, Kan.**
Meets in K. of P. Hall 2d and 4th Sundays.
Chas. H. Finley, Master
Fred Staley, Secretary
Mike Fitzgerald, Collector
Arthur Hodgson, Receiver
D. W. Dungan, Box 1522, Magazine Agent
- 370. NEOSHO VALLEY; Council Grove, Kan.**
Meets 1st and 3d Wednesday evenings in A. O. U. W. Hall.
Alexander Scott, Master
Clarence Stone, Secretary
George Webster, Collector
Chas. Torrence, Receiver
J. S. Lowe, Magazine Agent
- 371. COVENANT; Nevada, Mo.**
Meets 1st and 3d Sundays.
Geo. B. Meck, Master
Chas. Snyder, Secretary
J. G. Fryback, Collector
W. M. Calkins, Receiver
- 372. SIGNAL MOUNT; Big Springs, Texas.**
Meets in Engineer's Hall 1st Wednesday afternoon and 3d Wednesday evening.
A. S. Hill, Master
R. J. Bible, Jr., Secretary
Dennis Ryan, Collector
Edward Lyons, Receiver
Dennis Ryan, Magazine Agent
- 373. J. T. HARAHAN; Birmingham, Ala.**
Meets in Reen Hall, Allen Building, Morris Ave., every Sunday at 9 A. M.
Wm. Hunt, Master
Henry H. Hardy, Box 300, Secretary
Wm. H. Bussey, Collector
Thos. C. Hordman, 1700 2d Ave., Receiver
- 374. McALLISTER; Herrington, Kan.**
Meets in K. P. Hall, 1st and 3d Thursdays at 7:30, and 2d and 4th Thursdays at 2 P. M.
W. W. Campbell, Box 125, Master
W. W. Butterfield, Secretary
Henry Magee, Collector
G. A. Norman, Receiver
- 375. FRIENDSHIP; Dayton, Ohio.**
Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
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"A THREE-TIME WINNER."

Has Hanlon Lost His Grip?—Philosophical Training Demanded.

The defeat of "Ned" Hanlon by Teemer at Toronto in August indicates the "end of the glory" of the doughty champion.

He has sustained his record with admirable pluck and success, but the tremendous strain of years of training must certainly some day find its limit.

Apocryphos of this we recall the following interesting reminiscence of aquatic annals:

On a fine, bright day in August, 1871, an excited multitude of 15,000 to 20,000 persons lined the shores of the beautiful Kenebecasis, near St. John, N. B., attracted by a four-oared race between the famous Paris crew of that city and a picked English crew for \$5,000 and the championship of the world. Wallace Ross, the present renowned oarsman, pulled stroke for the Blue Nose crew, and "Jim" Renforth, champion sculler and swimmer of England and of the world, was stroke in the English shell.

Excitement was at fever heat.

But three hundred yards of the course had been covered when the Englishmen noticed that their rivals were creeping away.

"Give us a dozen, Jim," said the veteran Harry Kelly, ex-champion of England, who was pulling No. 3 oar.

"I can't, boys, I'm done," said Renforth, and with these words he fell forward, an inanimate heap in the boat.

"He has been poisoned by book-makers," was the cry, and belief.

Everything that science and skill could suggest for his restoration was tried; but after terrible struggles of agony, the strong man, the flower of the athletes and pride of his countrymen, passed away.

The stomach was analyzed but no sign or trace of poison could be found therein, though general examination showed a very strange condition of the blood and the life-giving and health-preserving organs caused by years of unwise training. While the muscular development was perfect the heart and kidneys were badly congested.

The whole system was, therefore, in just that state when the most simple departure from ordinary living and exertion was of momentous consequence. His wonderful strength only made his dying paroxysms more dreadful and the fatality more certain.

Hanlon is now in Australia. Beach, champion of that country, is a powerful fellow, who probably understands the liability of athletes to death from over-training, the effect thereof being very serious on the heart, blood and kidneys, as shown by poor Renforth's sudden death.

Within the past three years he has taken particular care of himself, and when training, always reinforces the kidneys and prevents blood congestion in them and the consequent ill-effect on the heart by using Warner's safe cure, the sportsman's universal favorite, and says he "is astonished at the great benefit."

Harry Wyatt, the celebrated English trainer of athletes, who continues himself to be one of the finest specimens of manhood and one of the most successful of trainers, writes over his own signature to the English *Sporting Life*, September 5th, saying: "I consider Warner's safe cure invaluable for all training purposes and outdoor exercise. I have been in the habit of using it for a long time. I am satisfied that it pulled me through when nothing else would, and it is always a three-time winner!"

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The Grand Lodge of the Brotherhood of Locomotive Firemen has decided to offer the following Prizes to Agents, and other persons, securing the best lists of subscribers to the Locomotive Firemen's Magazine for 1888, viz.:

FIRST PRIZE.—To the Lodge securing the largest number of subscribers, one set (4) Officers' Upholstered Chairs, finely finished. (This includes a chair each for the Master, Vice Master, Past Master and Chaplain.)

SECOND PRIZE.—To the Lodge securing the largest number of subscribers *in proportion to membership*, a handsomely ornamented Banner, suitably inscribed.

THIRD PRIZE.—To the Lodge organized after January 1st, 1888, securing the largest number of subscribers, a handsome Altar, suitably inscribed.

FOURTH PRIZE.—To the Ladies' Society, B. of L. F., ordering the largest number of subscriptions (provided not less than fifty are ordered,) through its authorized Agent, a Parlor Organ.

FIFTH PRIZE.—To the Lady (open to all) securing the largest number of subscribers, (provided not less than twenty-five are ordered,) a handsome Gold Watch.

SIXTH PRIZE.—To the Gentleman (exclusive of regular agents,) securing the largest number of subscribers (provided not less than twenty-five are secured,) a set of Chambers' Encyclopedia.

SEVENTH PRIZE.—To the Members' Wife or Daughter, securing the largest number of subscribers, (provided not less than twenty-five are secured,) a first-class Sewing Machine.

EIGHTH PRIZE.—To the Members' Son securing the largest number of subscribers, (provided not less than twenty-five are secured,) a Silver Watch.

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The following Prizes will be awarded to the Magazine Agents (regardless of membership of their Lodges,) who secure the largest lists of subscribers:

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First Prize	Gold Watch
Second Prize	Diamond Shirt Stud
Third Prize	18 Karat Gold Watch Chain
Fourth Prize	Monogram Gold Ring
Fifth Prize	Monogram Gold Watch Charm
Sixth Prize	Forney's, Sinclair's and Alexander's Books on the Locomotive.
Seventh Prize	Nickel-Plated Scoop
Eighth Prize	Nickel-Plated Cab Light
Ninth Prize	Nickel-Plated Torch
Tenth Prize	Gold Badge B. of L. F.

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To the Lodge securing the smallest number of subscribers, a Leather Banner, inscribed with the names of the officers, will be awarded. To the Agent of the Lodge securing the smallest number of subscribers there will be awarded a Leather Medal, suitably inscribed.

The time for the competition will be extended to *December 1st, 1888*, and the Prizes will be awarded on that day. Each annual subscription will count equal to two semi-annual, or four quarterly subscriptions.

Competitors will be credited with *paid up* subscriptions only, and all subscriptions not *paid up*, will not be counted in the awarding of the Prizes.

Parties (exclusive of regular Agents,) who desire to enter into the competition, will please notify the Editor at once. An Agent's outfit, consisting of subscription book, receipt book, subscription blanks, envelopes, etc., will be forwarded to any address on application.

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OF THE

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The CATECHISM OF THE LOCOMOTIVE was written in 1873 and published in book form the following year. During the period since then, there have been many changes in the construction of locomotives, and the book, as originally written, is, naturally, not up to the present practice in the branch of engineering, of which it treats. A new edition, is therefore, being prepared, and it will be published in monthly parts, in the

Railroad and Engineering Journal

It is intended to commence the publication, in the November issue, of this year and to complete it in 1888.

The book will be thoroughly revised; the greater part of it will be entirely re-written, and nearly all the engravings will be new. The matter which will be added will probably make the new edition one-half larger than the original book.

The subscription price of the RAILROAD AND ENGINEERING JOURNAL is \$3.00 per year, or \$25.00 for ten copies, if the amount is sent with the order for the papers. Subscriptions sent before the first of January, 1888, will entitle the subscriber to copies of the "JOURNAL from the commencement of the publication of the "Catechism" to the close of the year 1888.

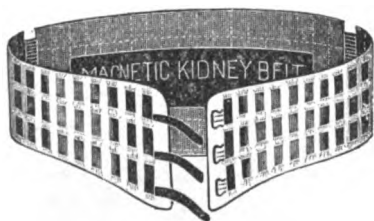
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LOCOMOTIVE FIREMEN'S MAGAZINE.

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No. 2.

For Locomotive Firemen's Magazine.

DEATH OF AN ENGINEER.

Dedicated to the Memory of Harvey Cornish and A. L. Hartsough.



WAS a dreary night in autumn time,
As dark as it ever could be;
The moan of the wind was heard, like a
chime
In a low and dolorous key;
The stars were wrapped in their watery
shrouds,
The moon obscured by the humid clouds
As if they had purposely turned aside
Behind the curtains of heaven to hide
From a scene too dreadful to see.

All night did the rain come down—all night,
As it never came down before,
Till down the ravines, in their plunging flight,
Were torrents beginning to pour.
The winding brooklet was deep and wide,
The creek was a madly rushing tide;
The river, in bounds no longer kept,
Threatened destruction as on it swept
With a rush and a mighty roar.

As the water rushed down from hill and ridge,
Like the tides rush into a bay,
The frail supports of a railroad bridge
By the floods were carried away.
What cared the water that foamed and dashed
Through a freight train into its bosom crashed?
Would the river pause in its mad career,
Or give one drop of itself for a tear
A tribute of sorrow to pay?

Such a fearful night to be on the road,
Such danger for men to be in—
Come a ponderous engine and her load,
With the wonted rumble and din!
Is the streaming rays of the headlight's glare,
Could be seen the fatal structure there,
And all unconscious of danger ahead,
The train to a certain destruction sped,
Like a soul in the path of sin.

O, God, is there not, in the land of rest,
Where gathering storms ne'er frown,
A place where such noble men shall be blest,
And receive a welcome, a crown?
Is there not a road that leads to Thee
From wrecks and accidents ever free?
Yet one thing strange about it they say
That the trains on that line all run one way,
But the bridges never go down.

STANBERRY, Mo., December, 1887.

A tremble, a jar, and the bridge gave way,
The engine went crashing below,
And the rushing cars that no power could stay
Leaped into that chasm of woe;
'Mid falling timbers and scalding steam,
With scarcely time to utter a scream,
Three of those who in charge of the train
That came that night through the dashing rain,
Were plunged to the river's dark flow.

Two bleeding men from the wreck crawled out,
And called, as they could, for the third;
But vain were their faint endeavors to shout,
For their voices he never heard.
Then came a dispatch from the station near
That Harvey Cornish, the engineer,
Was in the wreck and had lost his life,
And some one must go to his stricken wife
To bear her the sorrowful word.

And soon the wreck train with all its crew
Went whizzing over the hill:
There was not a man but his duty knew,
And worked with an earnest will.
They labored on till the close of day,
For the ruins were hard to clear away.
But next to the cruel boiler head
Was the engineer all bruised and dead,
His hand on 'the throttle still.

His well-known whistle no more shall sound
On the silent evening air;
In another home to-night is found
A sacred but vacant chair.
A mother sits with her children alone
But shudders to hear the cold wind moan.
As she thinks of the many railroad men
Who may never return to their homes again,
She utters this earnest prayer:

Geo. W. Hall.

Locomotive Firemen's Magazine

A MONTHLY MAGAZINE devoted to the interests
of LOCOMOTIVE ENGINEMEN.

TERMS—ONE DOLLAR PER YEAR, IN ADVANCE.

EUGENE V. DEBS, *Editor and Manager*

FEBRUARY, 1888.

THE VALUE OF MEN MEASURED BY THEIR SUCCESS IN LIFE.

We have on our shelves encyclopædias and volumes of biographical history, in which we are permitted to read of men who were esteemed of great value because of the success which distinguished their career. These men are accounted model men—as patterns which others may follow and achieve like success. We do not object to such standards of merit, nor to the commendations designed to inspire noble ambitions in others. But men who write books and regard it as their mission to map out pathways to eminence, would do well to suggest that men are not necessarily failures who do not succeed in obtaining places in encyclopædias and books of biographical history. Some time since a Dr. Searcy, in an address before the Georgia Medical Association, said that physiological conditions of success in life depend mainly upon a vigorous, healthy action of the brain and nervous system. Persons at all familiar with discussions relating to success in life, and the estimates placed on the value of men, make value and success entirely dependent upon the volition of men without taking into consideration the structural integrity and functional capacity of the brain matter, which, with thinkers, are considered of vital importance, and as a consequence, physiologists are laboring with becoming zeal to discover ways by which the brain capacity may be increased. The problem is regarded as difficult, because up to a "certain point" the receptivity of the brain is said to be proportional to the strain brought to bear upon its capacities. If, however, the

strain is greater than the receptive powers of the brain, then failure is likely to occur—and if it does occur, success is defeated, and the victim is rated of little or no value. And it is just here that those who are anxious to find out one cause of numerous failures when success was the inspiring motive of exertion, may have their search satisfied. We refer to the strain upon the brains of men who are in charge of railroad trains. A strain that is ceaseless in the daytime and in the darkness. A strain which we assume no man is capable of estimating who has himself never occupied such a position as that of engineer or fireman. The brain to bear a great strain, must be in a healthy condition, and this cannot be if the body, to use a phrase, is out of order. Every organ must be in condition to perform all its functions, and this prerequisite is only secured by proper and timely rest, wholesome food and all proper attention to every physical requirement. Let it be understood that to overwork the body is to overwork the brain. In this regard the world is full of false theories, as vicious as they are false. It may be, and doubtless is, true that little if any distinction at all is made in employments in the matter of strain upon the brain, and hence it may be, and doubtless is, assumed that a locomotive engineer or fireman can work as many hours in twenty-four as a cooper or a carpenter. A moment's reflection will convince the most obtuse that such is not the fact. In the case of the engineer or fireman there is a ceaseless strain upon the brain inseparable from their employment which does not exist in the case of the other employments named and others still which could be named. A cooper or a carpenter, a shoemaker or a blacksmith might, in so far as strain upon the brain is concerned, consequent upon responsibilities imposed by their employment, work fourteen hours a day while the engineer and fireman, because of the mental strain consequent upon weighty responsibilities, ought not to work more than eight hours a

day. It is stated that up to a "certain point" the brain acts promptly and efficiently. What is that "certain point?" How is it to be determined? When is the "certain point" reached? This it is said is the "delicate problem." It is more than delicate, it is the all important problem, and because it is not solved, railroad disasters are occurring almost daily resulting in the loss of life. It should be understood that men overworked means an over-draft upon all their physical energies. The appetite is impaired, the stomach loses its power to assimilate food, the blood becomes unhealthy and as a consequence, the action of the brain is sluggish. In such cases the dangerous point appears when the overworked engineer or fireman mounts his engine, and the dangerous point is everywhere and anywhere along the line, growing more and more dangerous as the engine thunders along the track. It does not matter, because a wreck does not occur, that the danger point was not reached, did not exist. It did exist in the very nature of things. We do not refer to dangers which always lurk along the rail, dangers which no foresight, no alertness could prevent. God knows there are enough of such dangers, and it is this fact that produces the strain upon the brain, which imposes ceaseless responsibilities, and which railroad managers should seriously consider, and which should prompt them, by considerations as sacred as human life, to see to it that engineers and firemen, train dispatchers, conductors, brakemen, and others whose duties involve the security of trains, are not overworked, for no matter what may be the high ambition to win success and maintain a high rate of value, men who are overtasked are not in the line of promotion, they are liable at any time to meet with disaster and to be heroes of failure instead of success. It is said that the railroad service requires "brainy men" and it is doubtless true, as a general proposition that the railroad service has secured a larger per cent. of brainy men than can be claimed by any other

branch of business in the country. But brainy men do not remain brainy if they are overworked, when their tasks combine physical with mental strain. To put the proposition tersely, the men who are subjected at the same time to a strain upon mind and body cannot work as many hours as the man who is subjected to but one strain. The proposition does not require argument—it is self-evident—but as locomotive engineers and firemen are subjected, necessarily, to physical and mental endurance at the same time, every consideration of safety to themselves and to the public demand the fewest number of hours practicable on the rail. When this important problem is solved, it will be found that success will be more frequently achieved, and that valuable men will rapidly increase in number.

COMING EVENTS.

There are students and students, but none are more valuable to the world than those who study human affairs, human events in the past, human events as they occur in the present, and who, believing that "Coming events cast their shadows before," study with solicitude, such signs and signals as enable them, like John in the wilderness, to cry, "prepare the way," get ready, be on the alert, don't be caught napping.

The students of astronomy never tire of sweeping the starry concave with their telescopes, seeking new stars, for comets and planets, to measure distances and weigh worlds, and the study, aside from the captivating descriptions of celestial scenery, has been of incalculable practical advantage to the human family. But the planet upon which we live is of more importance to us than all the planets, stars and suns that wander and blaze in space. It is well to know the laws by which the physical universe is governed, to know the distance from the earth to the moon, the sun, or Neptune, but it is far more important for men to study the laws in force by which the human family are governed, exalted

or degraded, made prosperous and happy, or poor and miserable. And hence a writer says "the momentous problem of the hour for the press and the people is the labor problem," and who adds, that the broadening drift of human feeling and sentiment, sweeping over bribe-purchased laws and congressional seats, will compel the enactment of statutes whose spirit and effect shall be "Honesty the best policy for all;" "Arbitration and no cause for strikes;" "Equal division of profits to Capital, Labor and Expenses, and their interests the common interest of every honest citizen."

It may be true that every honest citizen has an interest in every discovery of science, in the solution of every problem that has any direct or remote relation to human affairs. It may be well to know as much as possible about the stars above us and of the rocks beneath us, of the winds that blow, and the tides that flow, but manifestly, the most vital of all problems to society is to know how men, women and children are to be fed, clothed and sheltered. And it is well said that "the broadening drift of human feeling and sentiment," and it should be added, intelligence, is now as never before studying coming events with a solicitude significant of alarm as well as hope. It were not only folly to deny that we are verging upon a revolution, but such denial would be scarcely less than a crime. Throughout the country everywhere the irrepressible conflict has begun. It is not labor against capital—it is the conflict of labor against injustice. The battle cry of labor is "Give me my dues." Labor wants to stand erect, labor wants to live in all the dignity of American citizenship. The prayer of labor is Agur's prayer. "Give me neither poverty nor riches." Lead me up to the dignity of independence, out of a hut into a dwelling, a fit place for the birth of American sovereigns. This done and there will be no more strikes, and to this it must come as certain as that rivers flow to the sea, and every day the students of events see with ever increasing clear-

ness a coming calm or a coming storm. It has been asserted and it is true that "bribe-purchased laws" are upon the statute books—and that "bribe-seated lawmakers" are in all the halls of legislation. And corrupt laws have produced corrupt courts and injustice goes forth armed with mandates to extend the area and multiply the victims of wrong. Such wrongs cannot exist without producing commotion. Fortunately in the United States the ballot is the weapon of labor's warfare.

To use the weapon so that it will accomplish the largest measure of blessings there must be intelligence. But intelligence, be it understood, is not "book learning," it is not confined to those who claim great universities as their Alma Maters. Grant that a certain amount of education is required to enable men to comprehend the full measure of their rights, and to understand the methods by which they should be secured. The common schools of America supply the need, the library, the press, the rostrum are all educators of the working man, and are helping him not only to discover where wrongs exist, but they enable him to suggest remedial legislation. Those who study coming events, who understand the harbinger notes of new eras, know that the dawn of a revolution has come, has come as certainly as that the streaming lights along the eastern horizon tell of the coming of the sun. The only question is, what will be the result? We believe that it will be the emancipation of labor from the thraldom of injustice by the repeal of laws designed to perpetuate wrongs, and the enactment of laws which have for their purpose the enthronement of right. To read the debates, to note the exposure of colossal wrongs, the establishment of monopolies that crushed and ground like the mills of the gods, is to know that the people are becoming intensely in earnest, and have determined to find and apply a remedy and the laws for the punishment of crimes against the people are to have penalties attached at no distant day which will astonish rogues

and bless the people. The outlook is hopeful, a good work has begun and revolutions never go backward.

RAILROAD LAW.

In thirty-eight States, each clothed under the constitution of the United States and of their own State constitutions with authority to enact laws, it would be surprising if there should be any lack of variety in statutes. It must also be remembered that each State has a Supreme Court which has the power to declare when a law is unconstitutional, and consequently void. It follows, that when a Legislature, in due form, has enacted a law, and it has received the signature of the Governor and is placed upon the statute books, it may not be law. It may be unconstitutional, and therefore dead, and what may be law in one State may not be law in another State, though the matter to which it relates be identically the same. This is true of what is termed "Railroad Law." Again, it so happens that what is law as one judge understands it, is not law as another judge in the same State may understand it, even when the questions before the court are identically the same or similar. As a consequence, if a plaintiff or a defendant in a suit is without plenty of money to carry his case to the Supreme Court he must accept the first verdict, right or wrong, and to make matters still more complicated Supreme Courts are constantly changing, and the decision one year may be changed the next year. It is not required for the *Magazine* to discuss intricacies and technicalities of law, but it must be asserted that employes of railroads when their rights are involved find, as a general proposition, very little law to which they can with confidence appeal for redress; at least, the laws as they stand can be so warped and twisted out of shape and out of line, that courts usually find that railroad employes have few if any rights under the laws as they stand. The *Railroad Gazette*, in a recent issue, gives decisions of various Supreme Courts relating to the rights

of employes, as for instance: "In South Carolina one whose regular employment was braking on freight trains was put upon a special passenger train for a night run. The night was cold and snow was falling, and the platforms of the cars became covered with ice. The air-brakes on the train were out of order. The brakeman knew this, and also that he was put on the run for that reason. He was thrown from the platform and killed while the train was running down a steep grade with reverse curves." In this case the Supreme Court held that the railroad was not responsible. The decision, manifestly, was based upon the statement that the brakeman knew that he was put upon the train because the "air brakes were out of order." The only chance for the brakeman was to have refused the perilous employment. If he had done that he would have been dismissed. He took the chances, was killed, and his knowledge of the danger, instead of being urged as a reason why the company should pay a death penalty, defeated the just claim. Heroism, a willingness to accept peril in the interest of the company, went for naught. If the relatives of a dead railroad employe, killed as was the South Carolina brakeman, could not make a railroad company responsible, it becomes exceedingly difficult to see under what circumstances a railroad company could be made responsible for the death of an employe. In the State of Virginia "an employe engaged in coupling cars was injured by reason of the alleged defective condition of the bumper or draw-head, and the evidence showed that shortly before the accident he had uncoupled the same car, and that it was his duty to have known of the defect, if it existed, and to have reported it, and that it was his duty to observe the cars and couplings so as to determine, before attempting to couple them, what-kind of a link to use, and by failing to observe the disparity in the height of the draw-heads he had used a straight link, the Court of Appeals held that he was guilty of such

contributory negligence as precluded the recovery of damages." Here, again, a mere technicality, a mere quibble, defeats the ends of justice. The employe should have remembered the particular car, should have known the defect, should have reported it, etc., while on the part of the company no obligation of any character rested. In the case of the brakeman his knowledge of the peril defeated the claim; in the case of the car-coupler his ignorance was fatal, and thus it happens generally, that no law can be found which protects the employe.

The demand is that the statutes shall define the responsibilities of employer and employe. If no responsibilities attach to railroad companies when an employe is killed or injured, let it be so stated, and thus put an end to expensive litigation which employes and their relatives are illy prepared to engage in. If employes are to take all the risks incident to their calling they should know it, in fact they may know it by familiarizing themselves with the general drift of verdicts and decisions. By concert of action on the part of railroad employes we are confident the laws could be so amended as to give them far greater protection than they now enjoy.

THE PRODUCT OF LABOR.

In a late number of "Work and Wages" a writer criticises statements made by Dr. Edward Aveling, of London, who visited the United States for the purpose of instructing the American people in the theories of Socialists. We do not refer to the subject for the purpose of expressing any views upon socialism, but rather for the purpose of commenting upon a statement credited to Dr. Aveling and combatted by the writer in "Work and Wages." The writer quotes a statement made by the English Socialist, in which it was held that the "few are wealthy because they have robbed the laborer of his product." To this statement the writer responds as follows:

This statement, which is widely believed, can be disproved equally with the other. The fol-

lowing table, worked out from the last census will be of interest. Following the method of computations which has been found in the Massachusetts and Illinois labor reports to be, in the average of computations, nearest the actual facts of business, I have reckoned interest on capital at six per cent. and allowed ten per cent. on the value of the products for the expense of conducting business, including rents, salaries, insurance, freight and every kind of outlay for running expenses. The following is the result for 1880: Cost of raw material, \$3,396,823,549; estimated interest, \$167,416,356.31; estimated expenses, \$536,957,919.10; wages, \$947,953,795; total expenditure of employers, \$5,049,148,619.46; total value of product, \$5,369,579,191; net profits, \$320,427,571.54. It is thus seen that net profits added to wages would only raise the latter one-third, and interest and profits together are only one-half the amount of wages.

The foregoing figures need to be closely analyzed. It is stated that the raw material cost \$3,396,823,549, and that the value of the product was \$5,369,579,191, hence labor produced a value of \$1,972,756,642. Where did this wealth, produced by labor, go? The writer in "Work and Wages," pretends to be the friend of laboring men, but we do not believe it. We do not believe that his purpose is to do justice to working men—but on the contrary, to convince them that capital, employed in industrial enterprises, demands no more than its equitable share of the wealth which labor produces.

We have shown that labor added to the value of the raw material, \$1,972,756,642, and we asked, where did the money go?

Well, the writer says interest at six per cent. on capital invested at six per cent. required \$167,416,356. He does not give the amount of capital invested, but the amount is taken out of the profits made by labor, and amounts to 8.4 per cent. of the sum.

The shameful feature of the business is, he deducts 10 per cent. from the value of the product for expenses, the value of the product includes the cost of the raw material and 10 per cent. of the product, is 27.7 per cent. of the profit, hence interest on investment and deduction for expenses is 36.1 per cent. of the profits. Tabulated the statement is as follows:

Interest 8.4 per cent.	\$167,416,356
Expenses 27.7 per cent.	536,957,919
Net profits 16.1 per cent.	320,427,572
Labor 48.8 per cent.	947,953,795
Total	\$1,972,756,642

The figures show, that labor receives 48.8 per cent. of the wealth it creates, that is, for every dollar that labor receives, it gives to capital a fraction over a dollar—or for every \$200 of wealth it creates it receives less than \$100 or, again for every dollar labor earns, it receives 48.8 cents. In view of such facts, the conclusion must be that the rich rob the poor, that capitalists rob labor, and hence the English Socialist presented facts, which, though "Work and Wages" denies, does not disprove, but on the contrary offers figures, which upset its own denial.

We have shown by the figures, that labor added to the value of the "raw material," \$1,972,756,642. The value of the product is shown to be \$5,369,579,191, but this includes the cost of the raw material \$3,396,823,549. Manifestly if employers were to say, as a means of conducting their business we will take 10 per cent. off of the cost of the raw material, the novelty and ridiculousness of the transaction would be at once apparent. Still, this is just what "Work and Wages" says they do, and it is done in that way to obscure the flagrant injustice of the transaction. We desire to have our readers comprehend the astounding cussedness of the transaction, because it is in keeping with all the methods of chicane practiced by employers, since the world began. "Work and Wages" says: "I have allowed ten per cent. on the value of the product, (\$5,369,579,191) for the expense of conducting business," &c. This "ten per cent." while calculated upon the value of product \$5,369,579,191, is taken out of the amount labor has added to the value of the raw material, \$1,972,756,642, and while it is 10 per cent. on the value of the product, it is 27.7 of the earnings of labor. If capital had been content to take ten per cent. of the earnings of labor for expenses, say \$197,275,664, labor, instead of receiving 48.8 per cent. of its earnings, could have received 66.5 per cent. and capital 33.5 per cent., which would have been more in consonance with

even crude ideas of justice. It is such wrongs, often much more flagrant than these figures show, which are producing everywhere unrest among the laboring men of the country—and which, if not corrected, will eventually be productive of consequences of a far more serious character than have yet been experienced.

A WORKINGMAN'S PAPER.

A Rhode Island paper reports that it has had an interview with an officer of a labor organization, who said: —

"Exclusively labor papers were not generally acceptable to the working men and women of his acquaintance, because they merely discussed topics that were more familiar to themselves than to the editors, and there was no relief from the "ding-dong work, work, work," thought which monopolized their whole lives. They wanted to read the news of the day, current gossip, gems in literature, etc., to relieve a mind already devoted too largely to the subject of toil. A newspaper friendly to their interests, that they could respect and trust, was much more acceptable. Then, said our friend, the labor journal has an exclusive constituency among working people, and our outside friends are not kept posted on topics affecting us, because they will not read our journals. We cannot win them over to us because we cannot get a hearing. What our people want, he concluded, is a newspaper that is friendly, one that will espouse our cause when an injustice is done us, and at the same time have the honesty to condemn us when wrong; a paper that will not continually strive to keep up an agitation to divert our minds from other matters in which the world is interested while we are kept under the cloud of battle for bread. A workingman wants the news of the day as well as the capitalist."

What is true of capitalists, in the way of general reading, is true of thousands of working men. They want to read outside of their daily business. Every trade and profession, every department of business has its publication, devoted specially to that particular pursuit. We could name them by the score, and the working man wants a paper specially devoted to his interests, that makes labor topics a specialty. But they are not always satisfied with one paper. Nor, is the banker, the capitalist, the manufacturer. In such regards the working man is just like citizens differently engaged in making a living. If the working man could receive just compensation for his labor, he would secure a wider range of reading; if he toiled a less number of hours he would have more time to devote to improving his mind and widening the area of his

knowledge. If man would know the value of the labor literature of the day, he has but to look abroad over the land and note the advance of working men in comprehending the situation. Everywhere they are solving industrial and financial problems—and in this good work they are aided immensely by papers devoted to labor questions. Monopolists are not friendly to labor organs; they want no agitation. The more ignorant the laboring man, the better for the monopolist. But the days of ignorance and dependence are passing away, to come no more in this country. The press of the country has never been in sympathy with labor. It has been a capitalist press, and is largely so still. But the labor press is coming grandly to the front. It is taking the tangle out of abstruse questions of finance, of taxation, of per cent. and profits. It is comprehending the situation, and it is leading working men out of the wilderness of doubt and hesitancy which means better conditions.

There need be no controversy upon the proposition, that working men want to read about matters, other than work and wages, and the labor press of the times is everywhere intelligently responding to the requirement, but the fact must not be obscured, that

the supreme demand of the laboring man is to so act and speak that at the earliest practicable period he shall have fair play in law and legislation. In such things his interests are such that they cannot be abandoned without peril.

We speak for the *Locomotive Firemen's Magazine*, which, has a larger circulation than any other similar publication in the country. In the columns of this *Magazine* topics take a wide range, but we never forget that locomotive firemen are always profoundly interested in the wage question, and in all that pertains to the subject. Merchants discuss profits; bankers, interest; railroad officials, rates, &c. Working men discuss wages—what they receive, what they ought to receive, and in this they ought never to grow weary. Money is fundamental, a bed-rock question. It is, say what we will, the foundation upon which men build—and how to make money, how to keep it and how to invest it, is as important, aye, more important to working men than to any other class of society. Our information is that working men are devoted to the labor press of the country, and we know whereof we speak when we say this *Magazine* enjoys a popularity most gratifying to the Brotherhood and to the editor.

TWO LOVES.

THE woman he loved, while he dreamed of her,
Danced on until the stars grew dim;
But alone with her heart, from the world apart,
Sat the woman who loved him.

The woman he worshiped only smiled
When he poured out his passionate love,
While the other somewhere kissed her treasure most rare—
A book he had touched with his glove.

The woman he loved betrayed his trust,
And he wore the scars through life;
And he cared not, nor knew, that the other was true,
But no man called her wife.

The woman he loved trod festal halls
While they sang his funeral hymn;
But the sad bells tolled ere the year was old
O'er the woman who loved him.

—Ella Wheeler Wilcox

SKETCHES BY A NAVAL APPRENTICE.

No. VII.

San Francisco, our destination is distant from Panama 3,655 miles. Admiral Rodgers desired to visit all places of interest en route. We called into every port in Central America and Mexico. We also anchored at Pitchilique, Lower California, at which place the Government has a coaling station. It is nine miles from La Paz, Mexico. Some enterprising Americans attempted to procure salt by evaporation. They excavated a large tract of land and flooded it, but it took so long to evaporate that the plant was abandoned, but on our arrival we found a large field or bed of very fine salt. This valuable article was rendered useless by the great quantity of sand which had blown into it. After coaling the ship, we proceeded. The coast of Lower California is bold and at a distance presents a beautiful scene. The interior is sterile and has but few inhabitants. These are generally prospectors in search of gold and silver. We sailed from Panama March 12th and arrived at San Francisco April 25th. It will be seen by these dates that we did not hurry. We are now on a flagship, or, as the men say, the king pin of the fleet. Chaplains are attached only to flagships as a general thing but sometimes a training ship will rate. Divine service is held each Sunday in obedience to the following article, viz.: "All commanders of vessels to which chaplains are attached shall cause divine service to be performed on Sunday whenever the weather and other circumstances will allow it to be done. All officers, seamen and others in the United States Navy are earnestly recommended to attend the worship of Almighty God. Any unbecoming behavior during divine service shall be punished as a general court martial may direct." When it is time for service the ship bell is tolled, and the only flag which overranks the stars and stripes (the church flag) is hoisted above the ensign. The sacred music is furnished by our brass band, also a very fine parlor organ. The Episcopal service is used. Service generally continues about forty-five minutes. Some of our boys objected to going to church on the grounds that they were Catholics. The captain at once ordered an investigation, intending to excuse those who could to his satisfaction prove that they were Catholics. The chaplain accordingly interviewed each boy separately, and he was surprised to find that every boy on board was a Catholic. The captain then ordered that every boy in the ship should go to church regardless of his views in religion. It is needless to say that when ordered to sing our corner was as silent as the grave, but we had to obey.

San Francisco is situated on a peninsula with the Pacific on one side and Francisco

Bay on the other. On our arrival at our anchorage the starboard watch of men received a full month's pay and three day's leave. As one-half of the boys were in the above watch we expected to go with the watch, but the captain would not allow us to go as he wanted the boys to go by themselves. This we objected to and a committee was appointed to call on the captain with the following result:

We, the committee, approached the mast and saluting the officer of the deck asked to see Captain Breeze. The orderly on orders from the deck officer announced the fact to the captain, who at once came to see us. He listened attentively to each in turn until he came to me. I felt that I had to say something, and in answer to the captain's "well sir," I said: "Captain Breeze, I hold a man's rate, I draw a man's pay and I eat a man's rations and I do a man's work, and I think it but fair that we should expect to enjoy a man's privileges." He smiled and said, "quite a good argument, but boys," said he "I cannot allow you to go on shore with the men as they would lead you astray, just be patient and I will give you all the leave you want," and with a wave of his hand we were dismissed and we knew that it was useless to make another attempt. After the return of the starboard watch, the port watch of ten men went on shore. During this time those who were on board, were engaged in painting ship, &c., and we felt that we were doing more than our share of work as the ship would be all painted before we could get on shore. The port watch returned. Now our time had come and away we went. As soon as we arrived on the dock, we separated, each with his chum, to see the sights. We visited Fort Point, Seal Rocks, Cliff House and all places of interest during the day time. At night we visited the theaters, both Chinese and American. During the performance in the Chinese opera (uproar) house, we were requested to retire, because we laughed at the actors. They were evidently playing some very solemn piece. The ushers could tell us very plainly to get out, but they seemed unable to understand that we wanted our money back. Some of the boys wanted to tear the place out, but we decided to retire quietly. Chinatown is of great interest to the tender foot. In this section of the city we were surprised to see white women the wives of Chinese merchants, also to see the large stores run by these people. As we were not accustomed to the sights and scenes of filth as here presented we spent but little time in Chinatown. We wandered aimlessly about the streets each day and we were glad when the time came to return on board.

We remained at San Francisco three weeks and then steamed up the Sacramento

river to Mare Island navy yard. Mare Island navy yard is the only naval station on the Pacific side. The Island is bound by San Pablo Bay, Sacramento River and Napa creek. In plain sight of our anchorage is Mt. Diablo, upon which (the Indians say) Satan climbed to keep dry during the flood. The town of Vallejo is directly opposite. During our stay at Mare Island, Captain Breeze was relieved by Captain B. B. Taylor. Since our arrival we have lost nine boys by desertion. About this time the people and government officials became anxious concerning the fate of the Arctic exploring steamer *Jeannette* which had sailed July 29th, 1879 in command of Lieut. De Long. The Navy Department decided to send the *Pensacola* northward (the *Rodgers* having burned) to learn if any of the Arctic whalers had seen or heard anything of the *Jeannette*. The necessary repairs were hastily completed and on June 14th, 1880, we set sail for a cruise in northern Pacific waters. From the very start we encountered severe weather, with head winds and sea and at times the ship was making stern way under full engine power, and it became almost impossible to steer. Quartermaster Richards was blown through the after bridge gratings whilst trying to prevent the wheel from getting away from him. We had on board a revenue officer bound for Sitka, Alaska, and as we sighted a mail steamer, which was making better time than we were, the Admiral decided to transfer the revenue officer to the steamer. We accordingly signaled the steamer and she came as close to us as possible. As there was a very heavy sea running volunteers were called for to man a boat. Thirty-two naval apprentices at once signified their willingness to go and Ensign Taylor volunteered to command the boat. The Admiral was afraid to let the boys go, but we begged so hard that we were permitted to pull the boat. Owing to the heavy sea the boat had to be manned at the davits. We took our seats and at the command "lower away," we were lowered carefully to within two feet of the water, then at the word of command the stroke and bow oarsmen slipped the clip hooks and the boat dropped bodily into the heavy sea. Those on board watched anxiously, because one mistake on the part of officer or men would have capsized us, but we arrived alongside the steamer in safety. I will now explain how we put our dignified revenue officer on board. We could not get the boat within ten feet of the steamer without swamping her, so a line was hove to us and making it fast to the frightened officer, we told the steamer's crew to haul away and just as we lifted him over the side of the boat the steamer made a roll to leeward. The men on the steamer being unable to haul in fast enough, the poor fellow, brass buttons

and all, went ca-souse. When he was hauled in he resembled Neptune in everything but a mild temper. With a smile on our faces we returned to the ship and after several attempts we were at last hoisted on board. Mr. Taylor was called aft and thanked by the Admiral who also complimented us highly. We continued northward, the men suffering from the cold. I will not describe this trip fully, suffice it to say that our cruise was a failure so far as gaining any tidings of the *Jeannette*. During our struggle north we were unfortunate enough to break the crank shaft, which forced us to about ship and head for Frisco. Although we did not run over the North Pole, the trip forced upon my mind the fact that I would rather seek glory about the Equator than in the Arctic. On our return trip the shaft was served with wire rope (1 in.) and the vessel steamed faster than she ever did. This latter fact brings to my mind a story told of Admiral Farragut, viz.: Before the passage past Forts Jackson and St. Philip, a captain reported that his vessel was in such poor condition that she could only steam two or three miles per hour and that she would certainly be captured. Farragut decided to order the vessel home for repairs. On the homeward bound trip she made the "fastest time on record" from Key West to New York. I think this story would fit the *Pensacola's* cruise to the north. On our arrival at the navy yard we hoisted out guns, coal, &c. preparatory to dry docking the ship. Up to this time most of the boys had been promoted twice and we were now first-class ordinary seamen with a salary of \$17.50 per month. Being somewhat of a cornetist I was promoted to fill the position of bugler, salary \$31.50 per month. This made me a petty officer. After my promotion several others were made P. O.'s. When the ship was docked the entire crew was transferred to the receiving ship *Independence*, on board which ship we were to be quartered until the *Pensacola* was again ready for sea. We were now engaged in refitting the ship. Admiral *Rodgers* gave us forty-eight hours leave to visit San Francisco. We remained on the *Independence* fifty-two days and then put on board the *Pensacola*. Admiral *Rodgers'* sea service having expired, he was relieved by Rear Admiral *Thos. Stevens*. Admiral *Stevens* on his arrival brought his entire family on board, much to the disgust of the crew. The ship was now made ready for sea and sailed bound on a cruise to the seat of war, Peru and Chili. On our way south we touched at Pichilique, Mazatlan, Acapulco, San Jose de, Guatanala, Panama, Poyta (Peru) and Callao (Peru). During our stay at Pichilique a fishing party was formed and taking our large seine we landed and proceed to place the sein. Myself and a friend, J. Everett, left the party to search

for snake wood. Our absence was not noticed and when the men returned to the ship they, of course, left us ashore. We hailed, but received no reply, and finally decided to make ourselves comfortable for the night. We gathered drift wood for a fire. We examined our pockets and found we had two matches. We attempted to light one, but it went out. We had then but one, and we were almost afraid to strike it for fear of losing that, also, but a fire we must have, to keep off snakes, etc. So, with great care, we managed to get a fire started, hoping thereby to attract the attention of some one on board the ship. We had lost our bearings; the ship being out of sight, we could form no idea of her position. We were in a dangerous place. We learned this fact before morning. It appears that about one-fourth of a mile from our little camp a party of Mexicans were encamped. They had been in pursuit of a band of Indian horse thieves, who, unknown to us had rested but a short distance from us, and had they been aware of our presence and our defenseless condition, I am afraid we would have been severely handled, if not killed. We suffered from thirst. As daylight came we started in search of the ship, which we found in about an hour's time. I, being acquainted with signals, immediately removed my heavy blue shirt, and made this signal: 212-12-11-222-3 2112-21-22-2-3, which means "send boat." These signals are made thus: A small flag moved from the center of the body to the left, represents the figure 2; to the right, the figure 1, and down directly in front, 3. These figures represent letters. Thus, 212 is s, 12 is e, 11 n, 222 d, &c. My signal was seen and answered thus: Remain where you are but conceal yourselves without delay, as you are in danger. Signed, Lieut. Kennedy. We were not slow in hiding ourselves, and at eight bells, 8 A. M., a boat load of men, all armed with Remington rifles, came and took us off to the ship. Our shipmates received us with joy, as they had been anxious for our safety. As I stated, before, the Admiral's family is on board, consequently he is afraid to follow the hostile fleets closely, and for fear that he will be ordered to do so, he has kept ahead of all the mails, leaving each port one day ahead of the arriving time of mail steamers. Our passage across the equator was marked by the usual payment by green horns to his Majesty, Neptune, which I will endeavor to explain. A large boom cover was put on a stretch and filled with water, a platform rigged a few feet above it, upon which was placed a chair. At eight bells (noon) Neptune and his suite came over the bows and took his seat on his chariot (gun carriage), the procession marched aft and were officially received by the admiral, in full uniform. After the exchange of courtesies, Neptune

was given the command of the ship and invited to do his duty. The boys were the first victims. The victim is placed in the chair; he is then examined by the physician, who asks numerous questions and if the victim is foolish enough to open his mouth to answer, his mouth receives a pill composed of targar grease and tallow. He is next placed in the barber's hands. This worthy lathers him with a mixture of slush, bar oil soap and coal dust; the victim is then ready to be shaved. This latter operation is rather painful, as the razor used is of wood, with a blade about eighteen inches long. After the shaving the chair is thrown backward and the occupant lands in the water, among Neptune's bears, who proceed to administer a severe ducking. After this is finished, the victim becomes a bear and helps duck all who follow him, the last victim getting the worst handling. Although handled very roughly, we were very good natured about it. One case, in particular, caused a shout of laughter; "our Master at Arms" thought that, owing to his position, he would be excused, and to make himself more secure he dressed himself in his best mustering suit and put on a boiled shirt and collar. Really, it was too bad, but Mr. Jim Legs was doomed to suffer. The boys approached him; he showed fight; he said git out (he was German,) I knock off the head of the first man what touches me. Whilst standing the boys off with a belaying pin, a party of them went aft along the gun deck and reached the spar deck by means of the Admiral's ladder and were on top of Mr. Legs, before he was aware of it. They soon had him disarmed and were hurrying him to his doom. He was put through with vengeance, amid roars of laughter from fore and aft. The young officers paid their footing and were excused. Poor J. Legs was out of pocket considerably, as his suit was completely ruined.

We arrived at Callao and remained there long enough to see the city bombarded and to miss the mail. We then sailed for Hilo, a town situated in lat. 19° 17', long. by cro. 153° 22', on the island of Hawaii, the largest of the Sandwich group.

Ex-Naval Apprentice.

[TO BE CONTINUED.]

THE NEW YEAR'S BIRTH.

For while the pulse of all the world is stilled
Two holy hands reach down. The One takes home;
The Other gives. And thus is born the New.

Ring, bells of Old! Ring bells of New! All earth
Is born again with each glad New Year's birth!
Beyond the bleakest Winter glows the Spring,
O'er Death eternal Life is blossoming!

Edgar L. Wakeman.

TO MRS. A. B. C., OMAHA, NEB.

[Suggested by her Letter in October Magazine.]

HEAVEN bless you! I cry from an overcharged heart,
 That is freighted with tons of affection;
 You are able through life to maintain a bold part,
 And I know you are the pink of perfection.
 I was often o'erjoyed in these columns of ours,
 At how fluently some write, and easy,
 But I truly declare, in the language of flowers,
 Madame, darling, you're really a daisy.

Promenade out from under your dark *nom de plume*,
 Till we gaze on your beautiful features;
 'Tis injurious, you know, to reside in the gloom,
 And we feel you're the fairest of creatures,
 Throw it off and sweet incense will burn for your nose,
 In such wreaths as will tickle your fancy,
 From the roots of your hair to the tips of your toes
 By the aid of a dull necromancy.

When I toiled on the side of the fireman, my dear,
 Heaven knows I was often distracted.
 Just to see the grand airs of the big engineer,
 And the indolent way that he acted,
 He'd just sit on his perch like a gloomy old owl,
 Not a smile would be seen on his features,
 Till the ladies he'd spy, then he'd shake off the scowl,
 And he'd flirt with the beautiful creatures.

The conductor, forsooth! Why he's only a fool,
 And the brakeman's a nincompoop, really,
 The engineer dull as an Omaha mule,
 But the fireman's the dandy so gaily;
 If your husband is one, then your duty is clear,
 Praise him up, though all others confound you;
 But avoid the conductor and gay engineer,
 If they ever come snooping around you.

There's an imp at my side breathing words of distrust,
 Emphasizing your sour disposition,
 Telling how that your tongue will not suffer with rust,
 As you travel through life on your mission;
 How the editor hit you right square in the eyes,
 At the end of your eloquent letter;
 Dearest madam, the imp does not care how he'll lie,
 And the editor, darling, forget her.

How I wish I'd a wife with as fertile a brain
 As old Nature endowed you with, Madam.
 If I had I'd be King of the lads on the train,
 Or on earth since the days of old Adam;
 Yet the kinship I'll claim of a rattle-brained scribe,
 And I feel that we're closely related,
 For presumption you know is the badge of our tribe,
 And we two are excellently mated.

—Shandy Maguire.

Mechanical

Mechanics.

No. XII.

"The proper dimensions of valve and ports" are subjects open to question, and

while locomotive builders do not use exactly the same design of valve and ports on locomotives designed for the same class of service, there appears to be a pretty close resemblance, in some respects, as may be seen by comparing the dimensions given by different builders, as below, each of the first table being on so called "American" eight wheel locomotives, meaning such as have a "double truck" with four wheels in front and four drivers, two on each side.

	Baldwin.	Grant.	Cooke.	Mason.	Hinkley.
Diameter of wheels	60 $\frac{3}{4}$ in.	61 in.	67 $\frac{3}{4}$ in.	66 in.	68 in.
Diameter of cylinder	16 "	16 "	15 "	17 "	16 "
Stroke of piston	24 "	24 "	24 "	24 "	24 "
Size of steam ports	15x1 $\frac{1}{4}$ "	14x1 $\frac{1}{4}$ "	13 $\frac{1}{2}$ x1 $\frac{1}{4}$ "	15x1 $\frac{1}{4}$ "	14x1 $\frac{1}{4}$ "
Size of exhaust ports	15x2 $\frac{1}{2}$ "	14x2 $\frac{1}{2}$ "	13 $\frac{1}{2}$ x2 $\frac{1}{2}$ "	15x2 $\frac{1}{2}$ "	14x2 $\frac{1}{2}$ "
Outside lap of valve	$\frac{3}{4}$ "	$\frac{3}{4}$ "	$\frac{7}{8}$ "	$\frac{7}{8}$ "	$\frac{1}{2}$ "

We have, here, five different makes, giving their dimensions on locomotives of the same type, with but a few inches difference in the drivers, all of the same stroke, and with but two inches difference between largest and smallest cylinders, while three of them are alike, in size. These locomotives show a great uniformity in the size of the steam ports, all being 1 $\frac{1}{4}$ inches wide, and from 13 $\frac{1}{2}$ to 15 inches long. On three of them the exhaust ports are 2 $\frac{1}{2}$ inches wide, while one has it a little smaller, and the other a little larger. Two of them have $\frac{3}{4}$ inches, two $\frac{1}{2}$ inches and one $\frac{1}{4}$ inches outside lap of valve.

Below, find dimensions of a Baldwin, ten wheel (4 inch truck and six drivers) locomotive, and a "Mogul" of the same make, with single pair of wheels in front, and three pair of drivers:

	Ten Wheel.	Mogul,
Diameter of wheels	54 in.	52 in.
Diameter of cylinders	18 "	18 "
Stroke of piston	24 "	24 "
Size of steam ports	1 $\frac{1}{4}$ x16 "	1 $\frac{1}{4}$ x16 "
Size of exhaust ports	2 $\frac{1}{2}$ x16 "	2 $\frac{1}{2}$ x16 "
Outside lap of valve	$\frac{3}{4}$ "	$\frac{3}{4}$ "

These are alike in every point, except the two inches difference in the drivers. From these comparisons it would appear that 1 $\frac{1}{4}$ inches is about the standard width for steam ports, and 2 $\frac{1}{2}$ inches for the exhaust ports, with trifling difference in the length of them.

Now, while the tables do not give the size of the valves, we have figures enough to calculate their width, and by adding three inches to the length of the ports, we can get an approximate idea of the size. Take a valve with $\frac{3}{4}$ inches outside lap. This means that when the valve is on the centre of its seat, it covers the exhaust passage, the bridges (between the exhaust and steam ports, which are of the same width as the

steam ports) and the steam ports, overlapping three-fourths of an inch on each side of the ports. We thus have to add the three-fourth inch lap on each side or 1 $\frac{1}{2}$ inches on both to the width of the two steam ports, 1 $\frac{1}{4}$ each or 2 $\frac{1}{4}$ inches in both, the two bridges 2 $\frac{1}{2}$ inches, and the exhaust port 2 $\frac{1}{2}$ inches or 1 $\frac{1}{2}$ +2 $\frac{1}{4}$ +2 $\frac{1}{2}$ =9 inches in width will be required to cover this space. The valve then in the case of the two last locomotives would have to be 9x18 or 19 in area.

We now come to a point which has, no doubt, had much to do with fixing the size of steam and exhaust ports and of valves, and that is the amount of resistance which an ordinary slide valve opposes to movement, when pressed down upon its seat by the superincumbent load of steam admitted into the chest by the action of the throttle. A valve 9x18 inches has an area of 162 square inches, and with steam at 130 pounds to the inch, is held down on the seat with a force of over 21,000 pounds. A valve at work has to be dragged back and forth with this load on it, and therefore the smaller the valve, the less the resistance, and the shorter the travel would have to be to accomplish the work it has to do. The larger valve, longer travel, larger steam ports and larger exhaust port would no doubt be most advantageous and render the performance of any steam engine, locomotives, of course, included, more efficient, because of the larger openings to admit and release the steam, but the large valve would counteract these advantages to such an extent that builders are, perforce, obliged to make and keep all parts as small as possible, to reduce this friction to as small an amount as possible. This necessitates reduced openings, with less valve and shorter travel, but often so much restricted as to lose much power, by tardy admission and release of steam. Yet, with all

this reduction in size, which has probably reached its limit, we find that the pair of locomotive valves have to drag from 30,000 to 50,000 pounds, back and forth, every stroke, to the great detriment of the valve gear, and loss of power to the machine. It is true that this is done on smooth surfaces, or such, at least, as are supposed to be smooth and lubricated, but even with these aids, no one will fail to see that no inconsiderable portion of power has to be expended in moving the valve, which, in its turn, admits the steam to move the machine. Do you wish a practical test of the resistance which the valve offers? Admit a full pressure of steam into the steam chest onto the back of an ordinary slide-valve, and see whether you can, with the aid of the long reverse lever, move the valves, and then, remember, that the valves *do have to move* under just such circumstances and require just as much force for each movement back and forth.

While it is not the purpose of these papers to enter into any discussion with the contributors to this department, the author proposes to discuss subjects presented from time to time, and hopes his explanations will be clear enough, even for the "common, every day fireman," but if the author should fail to make his meaning plain, he will not be offended if his attention is called to the point at issue, and will try to be more lucid or particular.

In the next chapter we shall have more to say on the valve gear in its various parts, such as the eccentrics and their rods and adjustment.

Questions on Steam Engineering.

MR. EDITOR: The following from the *National Car and Locomotive Builder* will explain itself:

"A correspondent writes: You tell of the importance of retaining, as long as possible, the heat and other products of combustion, in contact with the heating surfaces. Contracted exhaust orifices being necessary to free steaming locomotives, do you not agree that the engine runs with a full throttle, and out back as far as possible, consistent with the work required of her, gains the three-fold advantage of burning less coal, using less steam, and reducing the temperature of the smoke-box to its lowest possible degree, over an engine working at ten or twelve inches and throttled to do the same work? That also, as far as the draft and the retaining heat in fire-box and flues is concerned, working steam expansively, and all lowing it to escape at a low pressure, gains the advantages of large nozzles over an engine worked "down" and therefore exhausting steam of a higher pressure? I am not in doubt about the subject myself, but

ask you to pass upon it more fully than you do in your book, because of a dispute."—*Engineer.*

[Our correspondent answers his questions correctly, and as tersely as any one could do it. By running with the throttle full open and the links hooked back as far as possible, an engineer does a given amount of work with less steam, than must be used by the man who throttles his engines, and runs with the reverse lever a notch farther ahead. The first man takes all the work he possibly can by the expansive force of steam used: the second man does not utilize the expansion of steam to the best of his ability, and the steam passed through his cylinders will escape at a higher pressure than the steam used by the engine the first man is running. As the first man utilizes the expansive force of the steam, less of it is needed to do a given amount of work, therefore less water has to be evaporated, and a smaller quantity of coal will be required. As his steam escapes from the nozzle at a lower pressure than that used by the other, the draft will be milder and the products of combustion will pass through the flues at a lower velocity and therefore more of the heat will be imparted to the water. In this way an engine worked habitually as far hooked back as possible, has an advantage equivalent to an enlarged nozzle, over one which is habitually worked throttling.—*Editors of National Car and Locomotive Builder.*"]

The above letter and editorial comments from the pages of the *National Car and Locomotive Builder*, of which Mr. Sinclair is the editor, come in as corroborative testimony of our last month's paper so appropriately, that we could not resist the opportunity of giving our readers a chance to see what so sound a reasoner and profound a thinker as Mr. Sinclair had to say on a subject which seems to be imperfectly understood as is evident by the dispute "Engineer" wished to settle, and also in our own case, when searching for information on this same point. In the years gone by when we were shoveling the "black diamonds," we found that it took many hundred pounds of coal more to keep a locomotive *nearly hot* for one man, than it did to keep her *hot* for another one, and we found that it was the larger quantity of water we were evaporating, which made the difference in the work. While the one would "chill" the locomotive by a free use of the pump on a "new fire" till he had to give her "an extra notch" or two, to make time and have to have the help of the second pump to keep her full, the other man would not use the pump on the "new fire," keep up the pressure, run with full throttle, well hooked up, and pump on a "bright fire." As a result we ever had steam, plenty of water with only the one pump, and lots of coal left over, with the fireman and en-

gineer in good humor, because the "pointer" was ever at the high pressure mark.

So much seems to depend on management on the right side that when we hear of a locomotive not steaming we wonder whether it is her fault or the engineer's, and have no doubt that the "poor fellow at the scoop" has probably done a'l he could do, and is not to be blamed. But in most cases the blame is far too quickly laid on the fireman, who has just as great an interest in getting over the road as any of the crew, and who is just as willing and works just as hard to make time as any one. We therefore ask for a little more consideration for the members of our vast Brotherhood, who are unfortunate enough to have "poor steamers" or what is worse for "a first-class fireman" "a second-class engineer," as Bro. Phelan called them in his grand speech at Minneapolis a year ago.

The Failure of Air-Brakes.

MR. EDITOR:—Air-brakes do fail at times, and often at most critical junctures; this I have seen several times in my own experience, and no doubt many engineers can confirm this in theirs, the makers of brakes to the contrary notwithstanding.

In the line of further qualifying myself to speak and write for the benefit of locomotive engineers and firemen, I will give an experience I had in testing a brake about which little is known, and I believe as an enterprise has been abandoned.

In the rear of our machine shops was a large hydraulic works, Mr. William M. Henderson being the hydraulic engineer in charge. Two men in our employ had left us for the purpose of engaging in the machine business on their own account. After they had fairly started, one of them called and asked me to see the workings of a hydraulic brake as applied to a car truck. I did so and saw that while it worked very well, I doubted its operation in freezing weather. Having had a rather sad experience from the freezing of a water packing on a gas fixture, which was cured, on the suggestion of a friend, that "glycerine could not freeze at forty degrees below zero, and neither would water having a mixture of twenty-five per cent. of glycerine." On my second visit I suggested that they use this mixture to prevent freezing. This brake was perfected and put in practical operation on the West Chester & Media railroad near Philadelphia. The report of the committee's trial tests are made a part of this article, as the best explanation of the improvement. I rode on the engine and wrote the report on the second trial at the request of the committee.

Report of committee composed of railroad superintendents and machinists, on first trial

test of brakes, July 21, 1874, before the invention was perfected:

The undersigned, having been selected from the invited guests to take observations and record the facts developed on the trial of this new power brake, have to report as follows:

The trial took place on the West Chester & Philadelphia railroad, on Tuesday, July 21, 1874, leaving the Philadelphia depot at 11 A. M., and returning at 2 P. M.

The train consisted of engine, tender, and five cars.

Upon moving from the depot it commenced to rain, just sufficient to make what railroad men call a bad slippery rail, and all the stops were made under this disadvantage.

The first stop was made on a down grade of about fifteen (15) feet to the mile, the signal flag being thrown from the engine, steam shut off, and the brake applied, engine being reversed, but no steam applied, train moving at the rate of thirty-five (35) miles per hour, the stop was made in twenty and one-half (20½) seconds, and in a distance of two hundred and ten (210) yards, with a boiler pressure of one hundred and five (105) pounds.

The second stop was made on a down grade of fifteen (15) feet to the mile, signal flag thrown from engine, steam shut off, and the brake applied, train running at the rate of thirty-two (32) miles per hour, the stop was made in twenty (20) seconds, in a distance of one hundred and eighty (180) yards, boiler pressure one hundred and fifteen (115) pounds.

The third stop was made on a level, the signal flag was thrown from the end of the rear car, and the bell rope pulled, steam was then shut off, engine working in forward gear, speed of train thirty-five (35) miles per hour, the stop was made in twenty-eight and one-half (28½) seconds, in a distance of two hundred and eighty (280) yards, boiler pressure one hundred and five (105) pounds.

The fourth and last stop was made on a level, in the presence of the committee and invited guests, who all left the cars and stood on one side of the track, while the engine ran back and came forward toward the point of observation, the signal flag was thrown from the engine, steam shut off, and brake applied, train running at the rate of thirty-five (35) miles per hour, the stop was made in nineteen and one-half (19½) seconds, in one hundred and eighty (180) yards, boiler pressure one hundred and twenty (120) pounds.

The committee desire to testify that the devices employed to constitute this brake, appear to be extremely simple, inexpensive, and not liable to derangement, and all the stops were made in an easy manner, without jolting or concussion.

The following description furnished by the company, is inserted for the benefit of those who have not had an opportunity of seeing this invention

T. J. LOVEGROVE, Chairman,
Inspector of Steam Engines and Boilers, Pa. Ins. Co.
GEORGE W. GRICE,
With late firm of Grice & Long, Dummy Engine Builders.

WM. F. LOCKARD,
Superintendent Philadelphia Division P. & R. R.
L. B. PAXSON,
Engineer and Machinist, P. & R. R. R.

In England every failure of a "continuous train" brake to work, must be reported by the railway company to the Board of Trade, which has charge of and controls by law all such matters, under an act known as "Continuous Brake Act, 1878." I have now before me two volumes of such returns, British Blue Book, January to December, 1884. From these I find the continuous brakes in use on the English railways to be, by name, "Clark's chain" and "Clark & Webb's," "Pay's," "Newell's," "Smith's vacuum,"

"Vacuum," "Webl's vacuum," "Sanders & Bolitho," "Smith's automatic vacuum," "Westinghouse automatic." The proportion holds about the same as in "driver brakes," which stood at a total of 4,183 engines divided as follows: "Various forms of Vacuum 2,990, Westinghouse plenum 1,049, steam 59, all other types 85."

William E. Lockwood.

GLEN LOCH, Dec. 22, 1887.

MR. EDITOR:—As I did not in my last communication have time, nor audacity enough to ask the editor to publish all I wished to say to the mechanical correspondents in the December *Magazine*, I will now resume where I left off, hoping I may be able to carry steam enough to catch up.

"Tallow Pot" thinks "R. Ockerarm's" link-shaped slot would not be a grand success, neither do I, but simply answered, that its effect would be the same as is obtained by the present link motion, excepting the increase of lead which we have in the latter when hooked back. "Tallow Pot" agrees with the rest of us, in locating the pressure on the guides, and I hope my explanation on this point will satisfy all hands, and at the same time render us all more careful to write just what we mean. "T. P." also goes for "Vacuum" on the turned-down eccentric question, but as the latter has seen his mistake, and frankly acknowledged it, we need say no more on this topic. He also gives up the "Dyers switch puzzle," but asks another one, which I judge to be akin to it, viz.: "Will an injector force water against a greater pressure, than the pressure working it; if so, how much can it be?" It seems that in working out this puzzle, we would be confronted with "noswitch room," or "a car too many" at each turn, for it has puzzled even the best mechanics, to fully and satisfactorily explain why an injector will carry water into a boiler against the pressure which works it, and now "Tallow Pot" wishes to increase the difficulty by making the pressure in the receiver greater than in the worker, for to determine his problem there would have to be two boilers. Judging from my experience with all kinds of injectors in use on our road, I should answer, that it was impossible for the weaker steam to force the stronger.

"Proxy" wants an answer to his query: "What will be the effect of moving the back-up eccentric from the go ahead; or, giving her less lead in the back motion? Will it make her smarter or stronger, and if so, why?" In order to answer, let us fancy that we are standing by the right side of an ordinary locomotive, having its eccentrics on the main axle. Suppose the pin to be on the forward centre; the "belly" or centre of the forward motion eccentric cam is then up, and ahead of a perpendicular line through

the centre of the axle; the back-up eccentric is in the corresponding position below the axle. In order to move, steam has to be admitted into the front end of the cylinder; the front steam port must therefore be open, and in fact when the lever is in the centre, it is open to the largest extent of the lead. Taking lead from the back-up motion, means putting the centre of that cam back, pulling the bottom of the link back, and with it the link block and lower rocker arm, thus throwing the top of the arm ahead, and decreasing the amount of the lead. Now, unless the locomotive in question had an improper amount of lead, admitting steam too early, the action of taking lead from her, would naturally make her less "smart," or quick in her movements. I would therefore answer, that decreasing the backward motion lead, has a corresponding effect to decreasing the forward lead, and is apparent in proportion as the links are hooked up.

If the eccentric cams were to become tight in the strap, the rods or blades would have to rotate with the axles, like the wheel itself, as they cannot do this, something would have to break, before a locomotive could move in any direction, more than the lost motion in the parts will admit.

"Vacuum," in a second letter, is having his argument with Mr. Lockwood, and scores some points, but as I am not in the "hammer blow" discussion, I have nothing to say on the subject.

In answer to "Coal Heaver," let me say, that under similar circumstances such as load and rail, a locomotive has as much weight on the drivers, and as much adhesion, while pulling as when backing up, but generally the engineer is able to "give her sand" one way, and not the other, and this is the only reason that could be assigned, for doing more slipping in backing up, as I have already explained, that any apparent lift in the action of the rod is counteracted by the opposite end receiving a corresponding push down. We agree in regard to the pressure of the cross-head on guide, as all do, that in running ahead, all the pressure is upward, and in backing up, all downward, and it is a matter of course that a single guide bar receives the forward pressure on its bottom side, while the double, or four bar guide, receives it on the top bars, but against their bottom side also.

Without going into details, I will answer "T. B. C.," that compression takes place after release; compressing a small portion of the exhaust, after the valve is closed to the exhaust, and before it is opened to the steam port. Inside lap only affects the release. A change in throw of eccentric ought to be accompanied by corresponding changes in the valve and its gear, to make all harmonize and work in accord.

As I agree with "E. B." in his answer to

"R. Ockerarm," and "Vacuum," it may be that "E. B." is right in his explanation as to why a pin runs hot one way, and not the other, but have never had any experience in that way.

As I have already said that in turning down an eccentric equally all around, the throw is not affected, I must differ with "W. A. G.," when he says, "turning down an eccentric is the same as shortening a crank." The throw of an eccentric is twice as much as the difference between the centre of the eccentric cam, and the centre of the axle to which it is fastened and as this relation is not disturbed by the turning down, its throw will remain the same. "W. A. G." is right in his answer to "R. Ockerarm," and I have seen stationary engines using the device.

"A. N. D." gives his opinion on "Barrelle's" "Dyer spur switch" puzzle, which corresponds with those already expressed, that it cannot be done.

I will leave "C. B. & N.'s" query to Mr. Lockwood, as coming in the scope of the hammer blow, and proceed to look at that "heavy weight" "Gravity." In the first assumption he is right, for the barometer is an instrument showing that the higher up from the centre of the earth you take anything, the lighter it becomes.

A piece of iron will not increase its weight as it is flattened, and will weigh as much while in the form of sheet as in bar iron, and no more.

The third query is more difficult to answer, for while at first it would seem that the speed of the ball ought to be increased by the force of gravity, the resistance of the air is as great to stop a ball moving through it in one direction, as in the other, and we know that this force does stop a rifle ball, within a limit of about a mile. Now, after going two miles through the air horizontally, I suppose no one would be afraid to catch a ball, if it reached them, for its speed would be very slow. With this view of the case, I should say the speed of the ball would be but very little, if any, greater than the force of gravity would give it.

The January advance sheets are at hand, and it seems as if the new year would even be better than the one past, for new names still appear among the signatures of the contributors to this department, and among them we hail with pleasure the honored name of Mr. Angus Sinclair, who has been quoted in these pages a number of times, and now comes to us with words of cheer and commendation of this department of our *Magazine*. As Mr. Sinclair is not likely to flatter and give praise, without due cause, the words of commendation from him, should encourage those who have been engaged in bringing "their tithes into the store-house" of this department to perse-

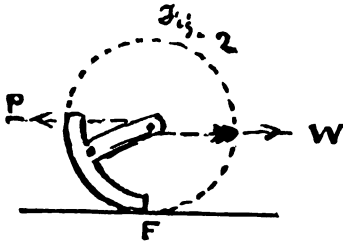
vere, and lead still others to make known their trials, difficulties, perplexities, remedies and the triumphs of mind over matter in these pages. Mr. Sinclair points out the necessity for a careful study of mechanics, and his suggestions in regard to "talking shop," are eminently practical, and if followed up, would serve to increase our stock of knowledge, and make us more capable and competent workmen. The habit of "taking notes" of anything new, or strange in the working of a locomotive, and working out the problem at some convenient time, or of stating it to others for their opinion or advice, would prove a benefit to all, and when once started, would not be abandoned, for the gain in knowledge would be so rapid as to "surprise" those who "industriously cultivated" it.

"A. D." does not desire to "dispute" with "Vulcan," but would like to prove his point, which he says I have not proven false. "A. D." is right in regard to one of the cuts, for it was "the man and animal," and then Fig. 2, on page 662, which I desired to have reproduced, to prove my point, that "A. D." is shifting his points of leverage with every movement. Now in order to satisfy "A. D." (others are now satisfied that my explanations were lucid and right) I want him to stop "shifting" around from one point to another in his arguments, and stick to one point till that is settled. "A. D." quotes me in reference to his man and animal: "But in revolving a wheel the time would come, when the man would have the under hold," and in answer he goes back to his "imps" in September. Wrong again! They are in October, Bro. "A. D." He changes holds according to "A. D." Now do not evade the point, but tell us, what kind of a lever would you have, if the man left his feet on the ground as you have started him, and attempted to keep pulling the animal, with hand at the same hold (the pin) as started when it is at its lowest point?

Again he quotes me as saying "according to 'Amboy,' fulcrum is at F., power and weight at axle while I thought the power was derived from the hold the rod had on the pin." While I do not know what "Amboy" thought, I do know that all the readers of the *Magazine* will concur with me in saying that the power is conveyed to the pin through the rod by its hold on the pin. (I was unfortunate enough to use the word *derived*, which did not quite convey the sense I meant, and of which "A. D." has tried to make a point.) A rod has a *hold* on a pin, and does not change it at will, or at the dictation of "A. D.," to get another or better hold.

Again I am quoted: "Amboy said 'always of the same class,' yet now he brings both power and weight to the same spot, showing that according to his ideas the lever is not

the same." "A. D." says, "neither in writing nor illustration, did I bring both power



and weight to the same spot." The above illustration is the best answer to this statement, and indicates by the arrows one point for both, and as the cut is made from "A. D.'s" drawings, I hope he will acknowledge the point.

Some one has fallen into error in regard to the leverage of the driver, and we wish to ascertain who it is. As locomotives have wheels, I might pass by the "props" but I will pause to ask how "a push in the direction" E. B. is to be converted to a pull on the line B. C., which is not made clear by "A. D.'s" Fig. 2, page 19, January number, and what difference there is between the weight on the axles, and the weight on the track, except the added weight of the wheels? I would also like "A. D." to explain what resistance a smooth rail offers to the inclination of a "lever," and to make it more plain, is not the resistance of a train to motion, communicated to the locomotive on the line A. C., of the cuts, Figs. 1 and 2, page 19, and is not this resistance applied directly to the axles by means of the frame and the boxes? I would also like "A. D." to explain the consistency of having his fulcrum on the track, where he also finds his resistance. *Friction alone*, is evidently of no account with "A. D.," yet it is the very point at issue in this argument, for there is *no friction* of the wheel on the rail, (we never oil there) but *there is friction* in the boxes, intensified by the length of the train, or speed at which it is pulled. If it were not for friction, machinery might be started, and once started, would never stop. Let "A. D." eliminate *friction*, (which he regards as a small matter) and perpetual motion is at hand, and his fortune made. Before I proceed with this argument, on the action of the wheels, when jacked up, I wish "A. D." to answer, where the resistance is when jacked up, and run without a belt? Also, whether he actually believes that the leverage of a wheel driving a belt, changes with every half revolution, from a strong to the weakest lever, as he says, "either first or third class, as the pin is below, or above the centre?" When he can believe that, he can also find his fulcrum at the rail, but as I am not shifting my holds, or changing my leverages

with each half turn, I hope to be able to demonstrate, even to "A. D.'s" comprehension, that *mechanically the movement of a locomotive driver is by simple leverage, with the fulcrum at the centre of the axle, the resistance at the boxes by the friction, the power applied at the pin, and that this leverage is not changed from one class to another, but continues of the second class, whether jacked up driving a belt or driving itself forward on an iron belt.*

"Smoke Box" has not yet "taken in" the turned-down eccentric puzzle, and in answer to him, I will again state that an eccentric cam is of course turned out a true circle, but is fastened on the axle out of its centre. Now its throw is equal to twice the distance it is out of centre, as the movement of a cross-head (usually two feet in locomotives) is twice the distance the centre of the pin is from the centre of the axle. It makes no difference how large, or how small a cam is used, if the centres are the same distance apart, the throw will be the same. While turning down an eccentric does no affect the length of throw, or the length of the valve-travel, it will when the straps are fitted to it, pull the lower rocker arm back, just the amount the cam has been reduced, thus throwing the upper arm and the valve with it, that much ahead of its former travel, and to compensate for this, the rod or blade must be lengthened, thus bringing the valve back to its former place. No one can lengthen or shorten the travel of a valve with the eccentric rods; that is fixed by the eccentric cam, and all that can be done by the rods, is to keep the valve over the true centre of its travel.

"Vacuum" has his say as usual, and gives us the benefit of his varied experience, and some very good advice in regard to the spirit, in which we ought to carry on these discussions. It was rather "rough" to make a man pull a train ninety miles, and do switching at the stations, with one side disabled, and warranted the extra work of plugging the port, so as to have help over the dead centre. Of course, like all such make-shifts, it had its disadvantages, of which the lack of cushion was one, but as no great speed was likely to be attained, this was not so essential. I would like to agree with all correspondents, but if we all agreed, there would be no argument, and this it is which helps us to understand the subject. While I agree in the first part of "Vacuum's" answer to "H. G. C.," that "the cross-head increases in speed from back centre to top quarter, and decreases from top quarter to forward centre," I cannot endorse the idea, that "it moves twice as fast, when she is on the top quarter, as it does on either centre, and three times as fast as when she is on the bottom quarter." A cross-head comes to a stop on its centres, and hence twice as fast, would be slow, but take a point (as the

wheel is moving ahead) half way between the bottom quarter and back centre, and on a twenty-four inch stroke locomotive, the cross-head will move about three and one-half inches, till it reaches its back end of travel. After passing the centre the cross-head will move ahead, and when the pin is half way between the centre and top quarter, it will be three and one-half inches on its forward move. This gives us seven inches movement, for a quarter revolution of the wheel. Now, in moving ahead another quarter turn, and stopping at half way between top quarter and forward centre, we will have a movement of the cross-head of about seventeen inches. In passing around forward centre, quarter revolution seven inches again, and I do not understand how "Vacuum" could get any more speed for the bottom quarter, than the seventeen inches for the top. Was that a slip of the pen, or a mistake of the printer?

"Eccentric Strap" comes with an honest confession of having been wrong, and his explanation is certainly satisfactory to all concerned. I am glad to have "E. S." give "S. Washburne" some ideas on steaming, and to hear that "E. S." has the ability to make himself appreciated by the men he fires for, and that he has thus made a name for himself. I would call "A. D.'s" especial attention to "E. S.," next paragraph, and hope that "E. S." will succeed in helping me show "A. D." that his reasoning is "false mechanics."

"E. S.'s" comments on "Maple Leaf's" letter coincide with my ideas as before expressed. We are well rid of the "Dyer switch puzzle" I think, and have had quite some fun with it; at least I have tested the ability of some of our "smart ones" in the caboose to no avail.

"I note that "E. S." has taken measurements on the cross-head movements, which corroborate my measurements, but were taken from other points.

His answer in regard to broken main rod on pump side, agrees with mine; as also do the comments on "S. Washburne's" statement, "that all engineers are enginemen." I think he hits the nail on the head fair and square, has driven it home and clinched it, so that "S. W." will have trouble to draw it out.

"Poly —" is on hand with another letter, answering and asking questions, as he thinks that is the proper way to improve our time and help each other. "Poly —'s" idea of lead, must be taken with some degree of caution when he says it "is to give as wide open a port as possible to the cylinder after the piston has reached its dead point," for if it were wide open, just after passing the dead centre, it would have to be half open, before it passed the centre, and the steam would then work against itself, and thus lose part of its effective power.

Of course, if "Poly —" has worked an injector against a greater pressure than the pressure working it, we have to accept the fact, but with many others, I would like to have a definite idea of the true working of an injector, on which we can all form ideas, but which will be almost impossible to prove, because of our inability to watch the action of the parts, and this desire is intensified, by "Poly —'s" statement of the weaker forcing the stronger.

As will be seen, I do not agree with "Poly —'s" answers to "T. B. C.," but fully agree with "Poly —" in answer to "W. A. G.," while we also agree in the answers to the first two questions asked by "Gravity," but differ in regard to the last question, which is very liable to remain unsettled for some time.

A locomotive with a "stuck driving box," cannot "cause a winding strain on the barrel of the boiler," because the frame is between, and would have to be "sprung, or strained out of shape, before it could act on the boiler.

The weight of feathers, or lead, weighed in vacuum, I think will be alike.

Mr. Lockwood gives us a readable article on pitching balls, but as my days of base ball are over, and as I have never become an enthusiastic admirer of the game, I cannot have any comments to offer that would be of any value.

Mr. Rauch gives us some more points. We fully agree on the cross-head question, and also in answer to "Paul." Really, Mr. Rauch, I want no thanks, for I deem that I have only done my duty in writing a few words in defense of the natural aspirations of every right minded, or truly ambitious fireman. When a man, who has a taste for the business, has been shoveling coal to keep a locomotive hot, keeping his machine clean, and assisting his engineer by oiling, making up trains, and running, and has done this for a period of, say, from six to ten years, as is the case in many eastern states, he ought not to be rebuked, if he does think that he is able to do the work of which he has done so large a part in these years, and for which he has received only half as much as the man on the other side of the boiler.

If I have said the right thing in regard to "pulling the throttle," with the lever "hooked back," I am glad. I know that I have been forced to burn hundreds of tons of coal needlessly, in the vain effort to keep steam up to the maximum standard, for men who prided themselves upon the fact that they wore their valve-seats so evenly, that they required facing once in fourteen or fifteen months, when some other man has saved hundreds of dollars in fuel, by "wearing his valve-seats hollow." That M. M.'s are to be found, like the one quoted by Mr. Rauch, is only another proof that some man

has made a mistake in selecting his trade, or avocation, and that the managers of that road have made a "bad pick" in putting a man in charge of their most important department, who is not posted in even the rudiments of economical railroad motive power, but is "penny wise and pound foolish."

The firemen on the Illinois Central railroad, in Chicago, are to be congratulated on the formation of their Mechanical Club, as it is certainly sure to produce results of which the members will not need to be ashamed, and the effects of which will be manifest in the increased usefulness and efficiency of each member.

"J. E. H." gives the same answer I have given "H. G. C.," in regard to changing the main rod to the pump side, but seems to think, that running with throttle wide open would produce so much pressure on the back of a valve, as to nullify the advantage derived from the increased pressure on the piston. The matter can be figured out very readily. Suppose for instance, that there is a difference of forty pounds in pressure in the steam chest, between the full and the half throttle. A valve, $9 \times 16 = 162$ square inches has an added weight of 6,480 pounds on it. A piston, eighteen inches in diameter, equals over 250 square inches, and thus has 250 times forty pounds, or over 10,000 pounds of force added. This shows nearly 4,000 pounds of energy in favor of full throttle, but the advantage is greater yet, for the pressure on the valve is carried on a smooth and lubricated surface, while the other is direct energy, and will make its power very apparent, by at once increasing speed, so that the engine will do her work on shorter cut-off than before, and this again will show its effect on the water supply, and this, in its turn, will tell on the coal left over.

Bro. Chas. Naylor gives us an account of the Locomotive Firemen's Mechanical Club, of Chicago, which he is pleased to call one of the fruits of the Mechanical Department of this *Magazine*. As one of the pioneers of this department, I greet them as our offspring, and assure them of our solicitude for their welfare, and shall be highly pleased to hear of the success of their laudable enterprise, and hope that we shall have a report of the proceedings of the Club, from time to time, so that we may know what they talked about, and what conclusions they arrived at.

As I have had my say on the wheel, power, weight, and fulcrum, and may have to take up the subject again in answer to "A. D.," "Fairmount" will excuse me if I do not at this time reply to his article.

"Inquiry" asks some questions which it would be worth while devoting a chapter of "Mechanics" to, if the author will consent to answer.

"Nickle Plate" asks, "does the cross-head

move when an engine (locomotive?) is moving, or does it move when the engine is slipping?" This query is getting worn out by repetition, and shows that the writer has not read the articles in this department with care, or else that he has just lately taken an interest in them. Taking this latter charitable view of the case, I will answer in brief, that the cross-head moves in either circumstances, both in regard to the parts of the locomotive, and also in regard to objects on the ground, but in slipping it may move back and forth past an object on the ground, while in moving ahead, the cross-head never stands still, so far as the ground is concerned, but ever moves on at different velocities, at various points of the revolution of the wheel.

Vulcan.

ORTONVILLE, MINN., Dec. 19, 1887.

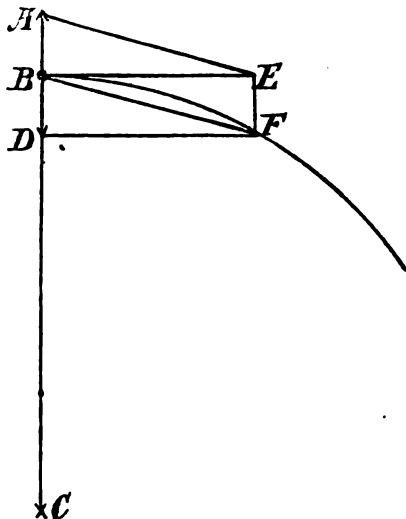
MR. EDITOR:—On page 732 of the *Magazine* for November, a few questions were asked by "Gravity," in the first of which he must have forgotten the true principle involved, as he makes no allowance, in the solution of the problem for the opposing action to the pull of gravity exerted by the centrifugal force at the equator.

The third law of weight is: "*A body varies at different portions of the surface of the earth.*" The causes of this variation are, first, because of the bulging form of our earth a body is pushed from its mass, and consequently, its center of attraction, and this centrifugal force is greater at this point. This being true, bodies tend to fly off at right angles to the line drawn along its radius, i. e. tangent to the circle described by the earth's rotation. The circumference of the earth at the equator is 24,899 miles, and the parallels decrease rapidly in length as they approach the poles. It is evident that the centrifugal force diminishes as the latitude increases, increase being greatest at the equator. Second, the weight of a body is greatest at the poles, because it is nearer to the mass of the earth and center of attraction, and there is no centrifugal force at this point.

From very carefully made experiments it appears that the extreme amount of variation of the gravitating force between the equator and poles is about $\frac{1}{231}$ of the whole amount, that is to say, a body weighing 194 pounds at the equator will weigh 195 at the poles, nearly. But these figures do not provide against the counteracting influence exerted by the rotation of the earth on its axis against gravity, which is about $\frac{1}{175}$. From this may we not conclude that the formula given by "Gravity" to be only approximating its true value? The formula for finding the value of the centrifugal force is $C = v^2$ divided by $2r$ whence $v =$ the velocity of a body moving forward along a circle, and $r =$ radius of this circle. In other words, centri-

ingal force is directly proportional to the square of the velocity and inversely to twice the radius.

The accompanying diagram is taken from the *Scientific Arena*, for November, in an article by Prof. George J. Smith, of Williams-town, Ky., and which is the same as the diagram given in text books with the exception of the lines A. B. and B. E.



To find the value of the opposing force to the intensity of gravity, let B. C. = the radius of the circle. At B. is a ball, which, when acted upon by an instantaneous force (B. E.) and the continuous force (B. C.) it follows the curve of which B. F. is an arc. It is evident that the diagonal drawn from B. to F. is the resultant of these two forces B. C. and B. E., the tension strength of the line B. C. is represented in the diagram, with the point of the arrow toward C., as the centripetal force (centripetal = centrifugal force; action = reaction.) Let us, instead of taking B. F. as a resultant, by the parallelogram, A. B. E. F., resolve B. E. into its components, A. B. and B. F., we now see that B. E. is really = to two forces, B. F., the forward movement of a body in a curve. and A. B. the outward pull from C. Centrifugal force, which immediately calls forth the resistance of its opponent, viz.; centripetal force B. D. An object placed loosely on this ball at B., while in motion, would retain its position only in proportion to the intensity of gravity, and inversely to the energy brought to bear upon it by this pull from C. So is it with our earth. Now, by calling to mind the fact that the instantaneous force, B. E., is = to the centrifugal force, A. B., and the force tending forward in a curve, B. F., it is evident that the opposing force to the intensity of gravity is = to the resultant

of these two forces, the tangent, B. E. The solution of this problem would then be:

Let a = radius at the poles.

b = radius at the equator.

c = the opposing force to gravity, B. E., in pounds and ounces.

d = weight of the body at the equator.

x = weight of the body at the poles.

Then $a : b :: d - c : x$.

$b (d - c)$

Whence $x = \frac{a}{b (d - c)}$

In the second proposition, I believe "Gravity" is right. In the third question I can not determine if it be only the velocity required when striking the earth or if it be the striking force. At any rate, I shall try to answer both sides.

The resistance of the air increases with the velocity, and were a body to fall long enough it would eventually reach a point where this resistance is to the intensity of gravity whence the ball would fall at a uniform rate. If a ball be shot downward with a velocity greater than this it would be retarded by this resistance, whose force would then be greater than the pull of gravity and its velocity at the moment just previous to its striking the earth can be determined by

Letting v = velocity.

d = distance the ball fell.

g = intensity of gravity.

x = velocity of ball at the muzzle of gun.

y = amount of resistance of air exceeding pull of gravity.

Hence, velocity at the moment just previous to ball striking the earth = $\sqrt{2gd + (x - y)}$. If it be striking force required, which = amount of work done in stopping the ball, let m = mass of the ball and v = velocity of ball. Then mv = momentum.

The ball strikes the earth with a momentum = to mv . Now, in striking the earth it has a velocity = to v , which is gradually diminished until it becomes zero, the mean velocity = $\frac{1}{2}v$, hence the striking force or work done is = to $mv \times \frac{1}{2}v$ or $\frac{1}{2}mv^2$.

We have seen that the ball struck the earth with a velocity = $\sqrt{2gd + (x - y)} = v$.

Mean velocity = $\frac{1}{2}v$.

Mass of ball = m .

Striking force = $\frac{1}{2}mv^2$.

Hoping I have not taxed your patience beyond the point of endurance, I am

Yours truly,

Dock.

SEATTLE, WASH. TER., December 20, 1887.

MR. EDITOR:—For myself as well as for the benefit of others I would like to ask if it is not proper to put an engine on the center when about to disconnect side rods and file and shim up brasses, also in keying up rods. The reason I ask is because the engineer I am with is continually keying his rods and can never get his engine in shape.

Fireman.

GALVESTON, TEX., December 30, 1387.

MR. EDITOR:—At last the opportunity is given me of airing my thoughts in our very useful department where we can each of us teach and learn something each succeeding month and it is a credit to the Brotherhood, with what zeal the questions and answers are plied.

Thanks, "Vulcan," for your compliments also your simile in regard to lead, it illustrates the subject to perfection and also affords me an opportunity of showing clearly the detriment of too much lead in a manner I had not otherwise thought of.

I was at the picnic, so, I presume, was each and every one of the males who may read this; don't you remember it? You had just reached the age of sixteen and as you arrived on the picnic ground the Sunday school superintendent called you Mr. (Jones, Brown or Williams;) it tickled you exceedingly to be called Mr. and you seemed to grow about two inches in a minute and of course you felt proud when he asked you to help put up the swings and give the girls a chance to enjoy themselves, and you felt conscious that you ought to feel proud, for had he not selected you from the whole throng as the one deserving the confidence and trust of the superintendent, yes, and you determined that you would prove yourself worthy, the swing was completed and you thought it your place to see that all enjoyed themselves so you installed yourself director of that swing. The swing starts, there are five of you, each tries his best to outdo the others and you are the first to *run under*; it was a great effort but you managed it and each in his turn does likewise until your turn comes again; you are prepared and determined to show all that you are superior to any in every respect, the swing is coming towards you and you take a long breath while every nerve of your body is strung to the utmost tension—it is here and you will show them how high you can send the swing, your hands are extended, they come in contact with the swing board while your weight is settled down on your toes and—oh! what a shock! you are almost lifted off your feet, the swing almost comes to a stop and you realize what a blunder you have made, and with what strength you have left you follow the swing and are deeply mortified to see that it does not reach its former height by at least six feet and you feel that you have made yourself a laughing stock and must remedy it—, you only developed too much lead, that is all, and the effect you produced on the swing is just the same that one-eighth lead in a locomotive's valves in full gear will produce on the piston when hooked up in the six-inch cut-off, because lead is so adjusted in full gear, or in other words with the links clear down, that as you raise the links toward centre the lead

increases until the highest notch is reached, at which point the lead is little more than three times as much as in full gear so that one-eighth develops into seven-sixteenths cutting off in six inches, you then have your valve travel reduced to two inches, as the valve travels two inches to the piston's twenty-four we will see where the valve will open the port on the piston's stroke by an example in proportion $2:24::\frac{7}{8}:5\frac{1}{4}$ now if the valve and piston traveled together we would have the lead opening the port when the piston was still five and one-fourth inches from the returning point, but as the eccentric is set between one-fourth and one-third back of the centre and we have an upper and lower rocker-arm the valve is thereby thrown so much ahead of the piston, hence we must add that to the result obtained and we will take the minimum $\frac{1}{4}$ of $5\frac{1}{4}=1\frac{3}{8}$ so we have $5\frac{1}{4}+1\frac{3}{8}=6\frac{9}{8}$. Now as the port begins to open while the piston is six and nine-sixteenths inches from the centre, it is evident that the other side must force it along for that distance against boiler pressure, so now come all ye advocates of long lead and show me the benefit you derive from the above figures.

With the lead adjusted with a piece of tin we have the following result: The tin is just a scant one-thirty-second of an inch thick, when hooked up it develops three-thirty-seconds so we have $2:24::\frac{3}{32}:x+\frac{1}{4}=1\frac{1}{2}$, here we have merely cushion for the piston while the steam is ready to follow the piston in its journey.

Now I must take sides against "Vulcan" and Mr. Rauch in regard to an engine slipping more backing up than going ahead, the former says as to the upward pressure and downward pull that it is equalized by the downward pull on the frame and the upward push on the frame, and likens the theory to a man trying to lift himself by his boot straps, while the latter suggests that the engine be put on a scale in the different positions and the weight be noted. They are both wrong according to my idea and "Vulcan's" simile does not fit at all, because an engine and a man standing up are in no way similar: a man has but one point of bearing on the ground, while an engine is lengthened out and has points of bearing in three places, two drivers and the truck, (I, of course, refer to the sides separately) and the push and pull of the rods and piston is horizontal while a man's pull on his boot strap is vertical, thus we have the piston, cross-head and connecting rod forming a lever with power at piston, weight at cross-head and fulcrum at back end of connecting rod, the downward pressure on back end of rod bears down on the driving boxes, having a tendency to increase the weight, while the upward pressure at guide has a tendency to lighten the weight at truck which same lightening

in front is adding in the rear, hence although Mr. Rauch is right in saying the *engine's weight* will not be increased or decreased, still he is wrong, because the *effective weight*, that on drivers most undoubtedly is so affected. Of course in backing up it is reversed, the back end bearing up against the boxes while the cross-head bears down on the guides pulling the forward end of frame down with it so lightening the effective weight.

If any have any doubts, you can demonstrate it with a long board having three bearings or rest under it; place the two rear rests on scales (they represent the driver's position) then by bearing upward on front of board at truck's position and downward on driver's position, do you mean to tell me the scales will not show an increase of weight? Of course they will and when you bear down on front and up on rear it will show a decrease in weight. I was first brought to ponder on this question some five or six years ago by an engine slipping more when cranks were below the axle than when above, conditions of rail being equal and as the downward push has not so much purchase as the downward pull, I at last solved it as above. There was an effect and I wanted to know the cause, it did not satisfy me to know that it was a fact, I wanted to know why it was, not like an engineer whom I asked about five years ago about it, he said all engines did so, it was natural to them. That was all I got out of him, because on the subject he was exhausted.

Mr. Rauch wants to know who will point out his blunder. I had not seen any *Magazines* for a year except to glance at the September number about fifteen minutes and then the October, November and December numbers I got in succession. I was confident that his mistake lay elsewhere, so I borrowed some of them, among which I found July number in which Mr. Rauch gives an illustration of the drivers with rope attachment, clearly demonstrating that the drivers will come towards you and concludes with: "When power is applied at crank-pin, axle of wheel is fulcrum but when power comes from other point, ground or another engine, circumference of wheel at point of contact is fulcrum." I had no others (*Magazines*) but am confident that this is the blunder to which he alluded, as it is a blunder, for when an axle is enclosed in a box with weight resting on it, whether it be driving wheel or truck wheel the fulcrum is *always* the centre of axle no matter how power is applied, but when wheel is released from box, containing no weight but its own, the point of contact becomes the fulcrum.

"Inquiry" asks three questions which I will try to enlighten him on. First—There are three or four ways of setting an eccentric, by cylinder cocks, by valve stem, by slipping

engine and by position in relation to crank-pin. A back-up eccentric should set with the heavy swell of cam about even with third spoke in advance of crank, and when so set will be square enough for all purposes, and if you have a very good eye, you can, by examining the other closely, set it so close that a machinist will not try to remedy it. One good way to set an eccentric is to determine which one it is, say right back-up; let your engine go forward until right pin is on lower forward ($\frac{1}{2}$) thirty-second, this brings your left pin a little in advance of top quarter, just right for taking steam good while right side is powerless, throw her in back corner and *plug her hard*, ten to one she will slip backwards, if she does you must immediately shut her off before she catches her hold and all you have to do is tighten up your set screws and go on. This is no fancy sketch as I have on several occasions set go-ahead and back-up this way, but the engine has to slip, if she don't slip she won't set it.

Second—If you mean a part of your truck wheel broke, if forward wheel, take a chain and take a half-hitch around truck axle, then run other end between pilot slats and over pilot beam, taking a half-hitch again, and be sure you have it that the good part of wheel is on rail, allowing about six or eight inches of slack to give your engine a chance to start; the wheel will then slide and will curve all right, but don't do any backing up, if the axle is broke you will have to reverse your truck as you have no support for your pilot, then you would have to put a beam across the frame from one side to the other and chain up to that.

Third—Run your disabled driver up on a wedge shaped piece of wood placed on the rail, this will raise the driving box, then fit wood blocking or car spring rubber between bottom of box and brace enough to keep tire up off of rail.

Some others I would like to answer but I am afraid the editor might swing a red board on me, and as my speed is very great I should then have to throw her over and plug her which might result in a broken

Eccentric Strap.

BELLOWS FALLS, VT., Dec. 5, 1887.

MR. EDITOR:—If the readers of the *Magazine* will look on any railroad map of the country, they will find away over in the eastern corner a little line called the Cheshire, with its western terminus at Bellows Falls, and its eastern at Ashburnham Junction, Mass., although the company runs its trains ten miles further into Fitchburg, and pays right well for the privilege, too. I do not think, considering the difficulties that stood in the way, that a better built, or better graded piece of road can be found in the country. Beginning at Bellows Falls, it follows the river, the beautiful Connecticut,

for a few miles, and turns off amongst the hills, and goes up, up at the rate of sixty feet to the mile, for ten miles to find the top of the hill in a ledge that is almost a tunnel, and which, I think, would be tunnelled in these days, where ice and snow keep, in the spring, nearly as well as in an ice house. Emerging from this cut we find ourselves winding around the side of a mountain, with the city of Keene, the headquarters of the road, nestling in the valley beneath us. Leaving Keene, the road winds up again through the narrow gorges, deep cuts and ledges of Marlborough, past Troy, a little village beautifully situated at the foot of Monadnock mountain, past the granite quarries of Fitzwilliam, thence down again across the bogs of state line, and over to Winchendon, where Ephraim Murdock made his two or three millions manufacturing pails, washboards and wooden bowls, then across the swamps to Ashburnham Junction, and down the ten-mile grade to Fitchburg, about sixty-five miles in all. We have a good solid road bed, all rock-ballasted, and steel rails the whole length, and the stone-work for bridges, culverts, etc., all hewn granite, as well it may be, running as the road does, through the heart of a granite country. The road has about thirty engines, and employs twenty or twenty-five engineers and firemen, nearly all of whom are Brotherhood men. Four years ago the nearest Lodge of the B. of L. F. was at Boston, but "216" was organized in Fitchburg three years ago last May, many of the Cheshire employes joining it, the writer being among the number. This fall a Lodge was organized in Bellows Falls, and the boys are full of energy and enthusiasm. I have three years' numbers of the *Magazine* on the table before me as I write, and have ever been an interested reader, watching eagerly for its coming each month, but since the Mechanical Department was introduced, my interest has greatly deepened, and I have learned a great deal from the bright letters of its many correspondents. I am anxiously awaiting developments in regard to Mr. Lockwood's "Hammer-blow" theory, it being my opinion that no such blow will be found, unless a rapid increase and decrease of pressure can be called a blow. In my experience in firing soft coal, and it has been considerable, I have found the best results have followed from carrying a medium level fire, keeping it open all over, not using too much damper, and throwing in the coal just as it is needed not more than two shovelfuls at a time.

Many firemen, I know, think the only true way to fire an engine is to have the fire-box so full that the coal will fall out of the door, and bail in five or six shovelfuls at a time and then get up on the seat and sleep for a mile or so, and if an engine will not steam, fired in this way, say that she "don't

burn her fire," that she is a "hard steamer," and immediately want the engineer to put on a smaller nozzle, and if he refuses, he is an "old fogey," and all that. I quite agree with "Vulcan," that the proper way to run an engine is with full throttle, and cut back as near the centre as practicable, although most of the engineers on the line run with light throttle, saying that the engine steams better, though I do not see what good the steam is if it is not used.

One engineer adduces as a reason why light throttle is better, that it makes less pressure on the valve, and therefore less friction on the seat, hence the engine will work smarter, which seems to mean absurdity, for if true, an engine ought to work better with an hundred than an hundred and forty pounds of steam. In approaching heavy grades an engine should be cut back as far as possible, with full throttle, and dropped down one notch at a time, as the grade, weight of the train, and speed desired demands. Of course, on a bad rail, it is some times necessary to use full stroke, with hardly any throttle, to reduce the tendency to slip.

A friend of mine, an engineer on one of the connecting roads, and myself have a difference of opinion in regard to the proper way to "square" an engine. Many of our Hinkley's have an adjustable valve-stem by which they can be squared, but he (my friend) claims they cannot be properly squared by that means, but only from the eccentric rod, but I claim that the effect on the valve must be just the same, only that the valve-stem must be moved just opposite to the eccentric rod, and that from the valve-stem the valve can be set so that she will exhaust square, either in the go-ahead or back-up gear, while from the eccentric rod she might be made to in the go-ahead, but not in the back-up gear, and necessitate the moving of the other eccentric rod. Will some of the knowing ones tell me if I am right or wrong? In answer to "H. G. C.'s" last question, I would say that I do not see how that engine could be run in, and if it was my case, I should draw my fire and send for assistance.

If an eccentric should become perfectly tight in the strap, I do not see how the engine could be moved. *Link-Block.*

RICHMOND, VA., December 8, 1887.

MR. EDITOR:—I owe the Mechanical Department and "Poly"—an apology for the view I took of turning off eccentrics and giving it publicity. I can see my error very plainly now. I would like to ask a question in regard to reversing an engine with weak flues on fire-box. I have heard some engineers say that to do so while in motion will cause them to leak. If so, what is the cause?

W. A. G.

HARTFORD, CONN., December 19, 1887.

MR. EDITOR:—In the December *Magazine* "Eccentric Strap" advises "Vacuum" to knock out both cylinder heads and bring in his engine that way. That plan might work down in Texas, but in this immediate vicinity he might be found soon after running around looking for a job of some kind, as I think our Master Mechanic would be apt to dismiss him or at least give him a vacation. In regard to firing, I am firing an engine at present that will make a great deal more steam by throwing in four or five scoopfuls at once and then take a rest than she will on the one scoopful plan, and I cannot see but that she burns as much coal one way as the other. In answer to "H. G. C.," I will say that an engine with the main rod broken on the pump side and the injector not in working order can be brought in by disconnecting the side where the injector is and putting that main rod on the pump side.

To "T. B. C.," I will remark that I think that compression takes place after release and that it is the inside lap that affects release and that an eccentric with a five-inch throw would make an engine slower than one of four and a half inches. To "Gravity," I do not think a piece of steel will weigh more at the north or south pole than at the equator, but that it will weigh more two miles in the air than it will on the earth's surface, as there is a point in the depth of the ocean where lead will not sink any farther. The area of an article has nothing to do with its weight as a piece of tin foil weighs the same whether spread out or rolled into a ball. A ball shot from a rifle two miles into the air will diminish its velocity; cause, resistance of the air.

Tallow-pot.

NEW YORK, N. Y., Dec. 27, 1887.

MR. EDITOR:—To "Naval Apprentice" let me say: "Tip us your daddle, shipmate!" Your allusions to "Old Ironsides" in January number warmed up my old blood and awakened recollections of the far past. I, as a "Naval Apprentice," put in a short term on her in the "Home Squadron" in the winter of 1842-43, cruising on the Atlantic coast between Hatteras and the Grand Banks. Many times have I, then a boy of seventeen, been lifted from hammock netting from a two hours' lookout at cathead so completely covered with ice that I couldn't straighten out until it was broken. She was a "wet old tub," always wetting the crew of the fore top sail when "on a wind." Well do I remember the thirty-two pound carronade on spar deck, port quarter, that bore the deep impress of a cannon ball received from the British sloop-of-war *Levant*, when the gallant *Stewart* ran in between her and the *Cyane* and brought down the red cross of old England.

"What has all this got to do with firemen and engineers?" I think I hear some of your readers say! Well, can't you let an old fellow go back nearly half a century and be a "boy again," if it be only in his imagination? Come to think it over, it has something to do with us all. There I learned discipline. To "obey orders if you break owners." To "always obey the last order," and when through ask the whys and wherefores if you thought it necessary. How much unpleasantness would be avoided if all men would carry out these ideas.

The question of the ability of the injector to force water against a pressure greater than that which actuates it is settled beyond all cavil by the "Exhaust Injector" now coming into general use on stationary engines, and which is claimed to be applicable to the locomotive. I have seen one of these injectors on an engine that had 100 pounds on boiler, allowing 20 per cent. loss from friction and condensation between boiler and engine would give 80 pounds pressure on piston, a further allowance of 50 per cent. on the 80, arising from expansion and condensation would give 40 pounds pressure to exhaust steam operating injector; and it put the water into the boiler at a temperature of 180°, and against the 100 pounds of boiler pressure.

In Wyoming Territory I once visited a soda ash factory in course of construction. It was necessary to raise the soda water from a tank on one floor to another floor above, and for this purpose a large injector was put in. On trial it handled river water nicely, but when soda water was tried it was no good. This was a source of much trouble to the manager of the concern and he called in several skilled mechanics to help him out of the dilemma. It never occurred to any of them that the soda water being so much heavier than river water the atmospheric pressure would not force it up to the injector and they concluded to put in a pump to do the work. I never learned whether they put in the pump or thought to lower the injector closer to the supply. As the atmospheric pressure is the sole factor in raising the water to a pump or injector, where the water is below the pump or injector and furnishes all and the only power required for that purpose, the distance the instrument is above the water will have no effect on the forcing powers of either of them.

I mention these points about the injector to demonstrate that I believe the instrument is as yet a puzzle unsolved. I used to think that the atmospheric pressure on the feed added to the boiler pressure on injector overcame the pressure at check on the boiler, but the Exhaust Injector knocks that theory higher than "Gilderoy's kite." I am now content to think, like the school boy, that "'tis as it 'tis, and can't be no 'tisser." I cannot think why a driving box stuck in

pedestal jaws could impart a twisting or any other motion to the boiler of a locomotive


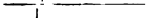




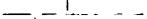
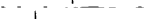



I never weighed anything in a vacuum so I can't tell anything about it, but I know that if a feather and a bullet be freed from the assistance of the atmosphere (say in a vacuum), they will fall from any height to the ground at same time.

If a gun be loaded with a ball, say one-half ounce, and laid on a stand with the line of bore parallel with an extended plane, horizontal, and a loose ball of same weight, be held at the muzzle of the gun, and the gun then fired, if the loose ball be released at the instant the ball in gun leaves the muzzle, both of them will reach the surface of the plane at the same time, no matter what the height from the plane the gun may be. This is in obedience to the laws of gravity that all similar bodies fall through space at same speed without regard to any horizontal projection.

Lead is the amount of steam, or exhaust port opening that an engine shows when on centres. In other words it is the distance the valve is ahead of, or leads, the piston at beginning of stroke. Its uses are, to give an admission of steam to cylinder to receive, or cushion, the piston when it arrives at end of stroke to retard its motion and thus save the snap that would otherwise be felt on main pin, if the latter had to stop the piston without this cushioning. In the days of the old hook motion, this cushioning was got by compression arising from holding a part of the exhaust steam in cylinder at end of stroke, and was obtained by having more or less lap on the exhaust cavity in valve.

The importance of this cushioning was made manifest a long time ago on an engine, built by the P. W. & B. R. R. Co., in Baltimore, with an auxiliary valve in steam chest, which kept the exhaust port open to the end of stroke, after main valve had closed, thus freeing cylinders entirely of compression; results were on first trial both pistons were thrown out of front ends of cylinders, and "Bates' Anti-Compression Valve" took its place on the long, long list of fallacies. Lead also gives speed and power to the locomotive by the ready supply of steam it affords to the piston to hurry it back on the return stroke. I do not believe any engine should have lead on full stroke. In starting, the motion is always slow and no cushion is required for the piston approaching the centre, and any retardation of that piston is just so much against the one that is then doing the whole work. I notice that some writers say they would run an engine under steam if one front cylinder-head were knocked, and piston and cylinder uninjured by blocking forward steam port. I would not except at very low speed lest my engine met the fate of the one

I have mentioned. Neither do I believe a cylinder-head was ever blown out by any amount of lead. I enclose you a diagram of the valve motion of an engine that I had in charge, and she was the strongest and smartest working engine I ever set a foot on.

Notch.	Cut Off.	Lead.	Amount of Port.
1	22		1½
2	21½		1½
3	20¾		1½
4	20		1½
5	19		1½
6	17½		1
7	15½		1½
8	13¾		¾
9	10¾		¾ ¾
10	8¾		¾ ¾
11	4½		¾ ¾
12	Out of gear.		

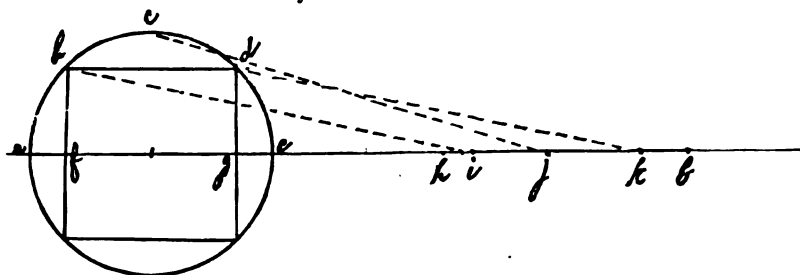
You will see that on full stroke she shows no lead—lines of port and valve just meet; when cut back to the tenth notch she has full port on centre, and in that notch she would haul her train and make her time on level road with much comfort to both engineer and fireman. It had to be a stiff grade and a hard pulling train that required lower than the tenth notch. She was a "consolidation," ("Hog,") built by the Baldwin Locomotive Works; Wootten fire box, fifty-four inch wheel; 20x22 inch cylinders; weight, fifty-five tons, and used for fuel, nothing but the culm from western coal.

Some of your correspondents still adhere to the idea of running, or towing an engine, with rods on one side, and quote one or two isolated cases in support of their notion. I can produce the evidence of a case, and the man, if living, of a man who fell eighty feet from a church steeple onto a granite step, broke the stone, and received no injury except a few bruises; went through the whole war, in many battles, and came home without a scratch. It does not follow from this case that it would be safe for another man to try the same experience. Don't you ever forget, "In case of doubt, take the safe side."

"You can't some times, hardly ever, most always tell from where you set, how to place your beta." See?

I will endeavor to demonstrate by the ac-

companying diagram, and thus settle the question of the different speeds the cross-head makes in traveling over the guide the full stroke:



1/16 to 1 inch scale

The circle represents the course described by a crank-pin of ten inches throw, giving twenty-inch stroke to cross-head. Arc *a, b, c, d*, the upper half of this circle; line *a, h*, distance from crank-pin on back centre to cross-head; *c, l*, the distance between same points on forward centre. Crank starts at *a*, and goes to *b*, advancing in a direct line, as shown by *a, f*, three inches, but really only advancing cross-head two inches from *h* to *i*. Going on to *c* it advances seven inches, in direct line, from *f* to *j*, but only moves cross-head from *i* to *k*, six inches; from *c* to *d*, there is shown by *j* to *g*, an advance of seven inches again, but cross-head has moved *j* to *k* a distance of eight inches. From *d* to *e* is an advance in a direct line of three inches, *g* to *e*, whilst cross-head has traveled four inches, *k* to *l*, and finished the stroke. To sum up, as the united distances between *a, b*, and *d, e*, are equal to the distance between *b* and *d*, the cross-head only traveling six inches, whilst the crank-pin is moving between *a, b*, and *d, e*, and fourteen inches whilst crank moves from *b* to *d*, is a clear proof that the cross-head has an accelerating and decreasing speed in making the stroke. The reason for the difference in distances traveled by cross-head; although the crank has moved equal distances between the points of the circle, is due to the pin rising from and returning to a position in direct line with the guides, usually called the angularity of the rod.

There are several ways of setting a slipped eccentric. I will give what I consider the best one: Find out which one is slipped; put your engine on either centre on that side; throw your lever into the full stroke notch, on that side, so as to get the position of valve as governed by the eccentric that is in place; make a scribe mark on valve-stem at gland, or guide yoke if valve rod goes through it; throw your lever to other end of quadrant, and move your slipped eccentric until the scribe on stem comes back to the

point you made it from. Be sure you do not get "off your nut" and put both eccentrics together. I once saw lots of fun with a machinist engineer who slipped a back motion eccentric a short distance. Engine was all right in full stroke, but was very lame when hooked up. It took him some time to find the trouble. The like may happen again, and "don't you forget it."

E. J. Rauch.

CLEVELAND, O., December 7, 1887.

MR. EDITOR:—In answer to "Eccentric Strap's" question I will say the amount of "lead" an engine has, is the distance the valve opens before the piston arrives at the end of the stroke. The steam thus admitted, serves as a cushion to the piston, causing it to pass smoothly by its center and also admits the cylinder to be filled with steam at full boiler pressure when the piston begins the return stroke.

Lead is given in this way: Place the engine on the forward centers, (either centers will do), throw the lever ahead, the eccentric always follows the pin, and the pin being on the forward center would bring the go-ahead eccentric on the upper quarter. The valve we will say has 1/4-inch outside lap, which means, that when the valve is in a central position on the seat the ends of the valve overlap the steam ports 1/4 of an inch on each end. Assuming that the eccentric rod and valve rod are the proper length, with the crank pin ahead and the eccentric on the upper quarter, the valve would be in a central position on the seat; and if the throttle was then opened there would be no steam admitted to the cylinder. Now you proceed to give her the lead. Move the eccentric ahead on the axle, which will move the lower rocker-arm ahead, and the upper one back which will move the valve back also. The eccentric must first be moved ahead far enough to overcome the lap of the valve, which would bring the

edge of the valve even with the edge of the steam port. (That is what is called setting the valve line and line.) Now you are at the point where the lead is given and any opening you give the valve by moving the eccentric further ahead, is the "lead," which is very often measured by placing a piece of tin between the edge of the steam port and end of valve and the lead would be the same at the other end of the stroke. Tighten the set screws on the eccentric and that valve is set in the forward motion.

Now leave the engine on the forward center, the back-up eccentric would be on the lower quarters; throw the lever in the back notch, and move the eccentric ahead on the axle, and the result will be the same as when setting the valve in the forward motion.

Lead is increased by cutting the lever up, and the amount of this increase is due principally to the size of eccentrics. With the engine on forward center, and lever in forward notch, you have the lead given by the advance of the eccentric. The forward motion eccentric rod is now in a slanting position as the forward end of it is in line with the center of lower rocker pin. As the lever is cut back the link is raised and the eccentric rods being connected to the link are both nearer a straight line with the eccentrics, and the tendency is of course to move the lower rocker pin ahead as the rods reach farthest ahead in that position. If the lever be cut back to the center the eccentric rod is again going out of line but the lead is increased in about the same proportion because with the lever on the center the lower rocker pin is in the center or full part of the link and the rocker pin is moved still further ahead, and the upper one back, and the valve is opened a corresponding distance.

With the engine on the back center the position of the eccentrics is just the reverse. The go-ahead is on the lower quarter, and the back-up is on the upper quarter, and with the lever in forward or back notch the valve would open the port at the back end of the valve seat the same distance as it opened the port at the other end with the engine in the reverse position, but when you cut the lever back there is a great difference.

On the forward center when the lever is cut back the eccentric rods are brought on a line with the eccentrics and at no time are they further out of line than when in the full stroke position. But on the back center when the lever is cut back the eccentric rods are brought out of line with the eccentrics, and the nearer the lever is brought to the center the more angular the position of the rods because their forward ends are connected to the same parts of the link while the eccentrics where their back ends are con-

nected are in a reverse position to that when on the forward center and that is where the radius of the link comes in again. While the radius of the link increases the lead as the lever is brought to the center when on the forward center, its duty is to prevent the valve from being opened too much when the lever is drawn to the center when the engine is on the back center. In order to answer your question "Eccentric Strap," I found it necessary to go over a few points of "valve motion," and I hope you will see what lead is and what causes it.

Paul.

BOSTON, MASS., December 12, 1887.

MR. EDITOR:—Being very much interested in the Mechanical Department of the *Magazine*, and seeing a great many questions asked and answered, I thought that with your permission I would like to ask one which was always, or has been, since the occurrence, a puzzle: Engine No. 122 of Boston & Albany railroad, has the balanced "Richardson" valve in steam chests; as is customary with the balanced valve, a relief valve is put on steam chest, located on back of chest, side of valve stem; the relief valve is of the common pattern, with wing around seat, closing when steam is used, vacuum in steam chest, when steam is not used, opening the relief valve. The above engine broke the relief valve on left steam chest, and was run several miles, leaking steam so badly, that it was impossible to see anything ahead; a relief engine took the train and engine, 122, and started back for Boston; backing from station where relief engine was taken to Boston there was *no leak* of steam from the broken valve, although steam was used; in Boston, running ahead from main tracks to round-house, the valve leaked as badly as when running ahead with train; backing from turn-table to stall, the valve was tight again, or to state more clearly, the relief valve leaked when running ahead, and was tight when backing up. I have asked an explanation from a number of men well posted in the use of steam and valve motion, and have not had a satisfactory answer. I may be foolish to ask such a question; some men have told me it was an impossibility; but what I saw with my own eyes, makes it possible to me, as well as a score of men who noticed the same thing. Please ask this question of the readers of your *Magazine*. Very respectfully yours,
Washington.

CANON CITY, COLO., December 8, 1887.

MR. EDITOR:—When an engine is working at full stroke, backward motion, is there as much strain on forward motion eccentrics as on the backward motion eccentrics?

E. T. H.

Pumping of Locomotives.

MR. EDITOR:—As it is my purpose, in some future letter to give our readers some views on proper firing, I want to commence, where in my estimation, is the most important point. To begin with, let me state, that in upwards of six years firing, during that time, serving with over twenty-five engineers, I can truthfully say that only *six* of them pumped an engine according to any system or within a mile of what I believed to be correct, and in upwards of three years spent on the right side, I have never had charge of a locomotive that I couldn't pump just precisely as I wanted to. The best *pumper* I ever fired for said, "I always put water into the boiler when I am working the engine and at no other time if I can possibly avoid it," and let me remark here that no matter who fires for him, he always has steam in plenty. Now my experience and all information I can collect on this particular branch of an engineer's duties, point to the fact that an engine should be pumped according to a set rule, and that rule to be "to put in water at the same time and in like amount to that being used." Although common practice plainly shows us that it is folly to *turn the hose* on until sufficient time has been given for the fire to get to burning nicely, I claim that if an engine is properly pumped she can be properly fired, otherwise not; it's impossible.

Now I want to give what seems to me logical reasons why a locomotive should be pumped according to (so far as absolutely possible) a fixed rule that puts water into the boiler as fast as it is used, at the time it is being used, and at no other time.

A. An engine can be fired with less coal, consequently show better mileage, by following this rule, always allowing the fire to *burn down fine* at shutting off places and in approaching stations where stops are to be made.

B. It is easier on the boiler, especially *fueled*, to receive water, either hot or cold, while the fire is burning evenly and fiercely *man* much as the tendency of contraction is *sooner* counteracted, and consequently has less effect.

C. The water thus being carried at an even height, there is no reason why the cylinders should be *washed out* every twenty miles or so, thus producing a necessary waste of valve oil, and in bad water, filling every possible space around the piston with mud, which remains there to cut and gum and produce a multitude of oaths when the machine commences to groan, as all of them will under such treatment. I want to speak here of the practice of carrying a boiler too full of water while running a lubricator, especially the *Detroit* cup, which I believe to be the best so far in use, but where the manufacturers of the cup intend for steam to be used

to equalize the *back* pressure on the tallow pipes, some runners use water; this destroys the efficiency of the cup, wastes oil, makes an engine *hand/e hard* and often causes her to groan, increases the liability to cut cylinders and valve seats and the whole trouble is finally laid to the lubricator when it really rests on the right hand seat-box. These cups take steam generally from the highest part of the shell of the boiler, but I might suggest to Mr. McCoy that he recommend tapping to dome cap to accommodate some people.

I am unqualifiedly an injector man. I believe that it is far better to put water into a boiler just as hot as it can be got there, than it is to put in cold water. I can not see that a pump possesses a single advantage over an injector, except in case of a dead engine on the road, and I have worked where the flues leaked all the time, stay bolts, crown bolts, and seams were always leaking or trying to, and dead engines were common as long as they had pumps on them, but when the Master Mechanic said "Pumps must go," and they went, I noticed a vast improvement and less *croaking* out on the road. In conclusion let me say: "Supply water to your boiler as hot as you can, as evenly as possible, and only while working the engine."

Very truly yours

Dirigo.

MINNEAPOLIS, MINN., Dec. 12, 1887.

MR. EDITOR:—In reading the last few numbers of the *Magazine* I have been greatly interested in the discussion going on in regard to the locomotive driving wheel and the position of the points of the lever which it forms.

The author of *Mechanics* No. 10, says: "The wheel is a lever of the second class, the fulcrum being in the center of the axle, the weight to be moved being located on the outside of the axle, the power being applied at the pin." This is not the sentence in full, but it gives the meaning. "Vulcan" and "Eccentric Strap" hold the same opinion. "Amboy Division," in November *Magazine*, page 662, says: "As I see an engine driver wheel rolling along on a track I notice that in every movement there is a lever in use constantly varying, but always of the second class and with fulcrum always on the track."

Mr. Lockwood places the fulcrum at the center of the axle and the weight at the rim of the wheel, at the point of contact with the rail, the power being applied at the crank-pin. On the last point all are agreed, the difficulty being in locating the fulcrum and weight. Mr. Lockwood has the points of the lever all right, but he says the engine is more powerful on the top than on the bottom quarter. There he is wrong.

I have found "Vulcan" sound on most

points, but on this I must disagree with him, and as he says he is open to conviction I think I can soon convince him that he is mistaken.

If it were true that the weight is on the outside of the axle, increasing or decreasing the diameter of the axle would decrease or increase the power of the engine, and the size of the wheel would make no difference, other things being equal. On the contrary we all know that the size of the drivers has a great deal to do with the power of the engine. Suppose we have an engine with drivers four feet in diameter. Take them out and give her a set five feet in diameter and what is the result? The engine can run faster but she can not pull so many cars. Why? Because you have increased the distance between the fulcrum and the weight, while the distance between the fulcrum and the power remains the same, thereby gaining speed but losing power.

While an engine is on the top quarter the driver forms a lever of the first-class, having the weight at one end, power at the other and fulcrum between. When on the bottom quarter it forms a lever of the third-class with weight at one end, fulcrum at the other and power between. She is just as powerful on one quarter as the other because the leverage is exactly the same in either instance. This may look like a rather disjointed article but I hope I have made my meaning plain. Dick.

MR EDITOR:—Our new and enlarged and well printed *Magazine* has just come to hand, filled with good articles for the Mechanical Department. The article on page 6, entitled, "The Will is the Way to Mechanical Knowledge," by Mr. Angus Sinclair, is worthy of full consideration.

"Smoke Box," Portland, Oregon: In referring you to my December letter you will doubtless understand more fully in regard to turning down eccentrics. Don't think that any correspondent that has written on the subject as yet claimed that lengthening an eccentric rod would increase the travel of a valve. Larger eccentrics in diameter placed on large and heavy locomotives, to produce the same results as small ones on small locomotives, are necessary, because of the former having larger axles.

"Vulcan:" I may have been a little severe on "Naname," but when a correspondent comes out and says another failed in his explanation, why, those who read this department for information will never know whom to believe, and as I have your endorsement and others, besides my own experience to substantiate me and bear me out, I feel that I should talk loud. Thanks to you for relating your experience, and I would be pleased to have the report of some

of the others who handle air brakes. I admit, pop valves were at one time used on main reservoirs of air brake system, but never on the pump, as "Naname" claimed. Another writer has taken up the subject, to whom I will now reply.

Angus Sinclair: In speaking of my jumping upon a pair of scales in comparison with the action of a piston in Westinghouse air pump, I will quite agree with you when you say I will cause the index to show more than my avordupois weight. Now, with regard to the pump in question, it is true that at the beginning of the stroke the piston travels faster because of the steam pressure and expansion of the compressed air in the clearance space of the stroke, together with the resistance, this resistance becomes greater as the piston approaches the end of its travel, reducing its velocity caused by increase of compression to force air into main reservoir. Now, just where this slowing down occurs you claim imparted velocity, to gain power beyond that of the steam pressure. I will further add, that during the increased velocity spoken of by you, the steam pressure has been greatly reduced on said piston due to wiredrawing through a one-half inch pipe, globe valve and many right angle turns, consequently we may conclude in doubling the velocity of the piston to gain power, under the above theory of wiredrawing, we surely reduce the pressure one-half, so it is, "Rob Peter to pay Paul," so far as a surplus is gained, in my opinion. However, I would like to know more about it, and certainly would be pleased to hear from anyone. Would prefer explanation based on scientific principles involving the pump itself—leaving out the "Scales and Poly."

Charles Taylor is correct in his January letter, when he says many good improvements fail because of the ignorance of the operators in not knowing the principles of the machine they are placed in charge of.

The following is a train order issued here in one section which I think perplexing, especially on a foggy day when an engineer can scarcely see two telegraph poles ahead of him:

"TRAIN ORDER No. 1008.

H—, Dec. 20, 1887.

Conductor and Engineer 177 and 153, W. Division:

Engine 177 works wld to-day between H— and one mile west of G—, engine 153 works wld to-day between H— and M—, engine 177 flags against engine 153. No. 28 of yesterday is abandoned and No 24 of this day is abandoned. Avoid H. and P. passenger trains east after 11 o'clock A. M. Avoid H. and P. passenger trains west after 2:55 P. M. Avoid H. and P. passenger trains east after 3:10 P. M. Flag against H. and P. freight train west after 4:20 P. M. No. 25 of yesterday is abandoned.

[Signed] CONDUCTOR AND ENGINEER, 655 A. M.

The above order was issued to a work train for eleven hours duration, and in ad-

dition to the above order the engineer must keep in mind the regular trains Nos. 1, 5, 13, 7, 15, 8, 2, and 16, and keep entirely out of the way of them and any extras they may be carrying signals for. The distance this work train runs in a trip is less than sixteen miles. The above is enough to bear in mind, say nothing of the care of the locomotive and your lunch basket, "don't you think?"

What is the effect of the distribution of steam in the cylinders, by closing the links which have become open about the blocks due to the wear?

Does increasing the lap on a slide valve of the shifting link motion necessitate any change of the point of suspension of links? And why?

Poly—

WILLIAMSBURG, VA., December 10, 1887.

MR. EDITOR:—I can sympathize with "Maple Leaf" since I have graduated at the mountain head of which his case is an offshoot. As many of the boys can hardly be expected to realize the severe strictures on smoke nuisance of locomotives in other countries, it may not be out of place to explain. In Britain, for instance, the public have voted smoke a nuisance, and impose a heavy fine on railway and steamboat companies, when they cause annoyance by not burning their smoke. Under these circumstances, Thos. Yarrow, Assistant Superintendent on the Caledonian, in Scotland, invented the brick arch, the air bars, skeleton door and blower, and several other things, but these are sufficient to mention, and woe to the man on his line that failed to illustrate the perfection of his inventions. A curl of smoke at the top of the stack, or hiss of steam from safety valve while standing at a station were unpardonable sins. I could always hold control over both by keeping my ash-pan dampers close shut, fire door open, the fire close covered with fine, moist coal, and the blower just slightly cracked; a strong blower, or puff of exhaust, would spoil all, for we had to keep our steam down, as well as the smoke. Most of our station roofs were painted red, white and blue, of various shades, and the man that was reported for passing under with a smoky engine, might look out. Yarrow left us in 1854, and went to Berkenhead, to superintend the building of locomotives for the Grand Trunk, Canada. The best blowers are those made of copper pipe, bent into a circle about ten inches in diameter, and perforated with one-eighth inch holes about an inch apart. This is a glorious country; down here there is no smoke law, and therefore no transgression.

The fast engines on the Caledonian had eight-foot drivers, only one pair, none of the fast engines are coupled. Their fast freight engines have three pair of six-foot wheels

all coupled, cylinders 22x26. Slow passenger trains have to take the side track to let them pass, they are loaded entirely with fresh provisions for the London market.

Yours respectfully,
Wm. Gore.

MR. EDITOR:—I note in your *Magazine* of December, 1887 (page 732) where "W. A. G." attempts to explain to "Poly—" what effect turning $\frac{1}{2}$ -inch off an eccentric sheave would have upon the valve; (he gives diagram also. So for the sake of "Poly—," I will give you my idea on the subject:

The reducing or increasing of the diameter of the sheave would make no change in its throw providing you did not change the center; as long as the distance between the center of sheave and axle remains unchanged, there can be no change in its throw. Suppose "Poly—," you were to enlarge a crank pin about its own centre till its diameter was so increased as to reach beyond the axle of the crank you are experimenting upon, you would still have a crank with a very large pin, or a crank in the shape of an eccentric, but you have not in any way affected the throw; therefore to reduce a sheave one-eighth or to the size of a crank pin would not change the throw, though practically the sheave is better left large enough to pass the axle through it.

Fraternally,

C. P. R.

CHICAGO, December 25, 1887.

MR. EDITOR:—Will some of your contributors please answer the following question in regard to boilers foaming: What causes water in a boiler to foam when the pump stops working? In my experience with a fire engine I find this is the case. I have asked this question of several Locomotive engineers, and found one old runner that said when his boiler was dirty and running along, if the injector broke his engine would commence to foam. The water we use when we go to suction is very dirty. It runs from artesian wells into reservoirs and then is mixed with refuse from packing houses, which contains grease, salt, etc., etc. The action of the water at this particular time I cannot solve.

Plug and Foam.

MINNEAPOLIS, MINN., December 8, 1887.

MR. EDITOR:—As I noticed something in December number in regard to air reservoir being on the front trucks I am led to ask the question: Is there any difference in the weight of the reservoir at atmospheric pressure or at one hundred pounds pressure per square inch and how much?

Gravity.

Men who "are Neither Born nor Made."

MR. EDITOR: Such a statement I find in the following article, being a cutting from the *Philadelphia Evening Telegraph*, of October 22, 1887:

"Engine-drivers, says the *St. James' Gazette*, are very little known as a class, though the duties they discharge are public and very responsible. The fact is that the engine-driver, who must not only be skilled in the technicalities of his business but must possess intellectual and moral qualities of a high order, has never risen above the rank of the artisan; nor does he pretend to rise above it; and yet he must be almost as capable and as dutiful as the captain of a ship or the commander of a regiment. This workman, whose cool judgment and unceasing watchfulness are more servicable than any mere manual skill he may possess, is worth attention.

Engine-drivers are neither born nor made; they grow. You cannot apprentice a boy to engine-driving. Engine-driving, however, is the goal of the ambition of most boys who begin their working life in a locomotive shed. From being a kind of "devil" to everybody, the boy gradually becomes a "cleaner." Supplied with a bundle of cotton-waste, he rubs over the working parts of the engine, and thus acquires a knowledge of its construction. At this work he may be kept four or five years. If he is fit for nothing better, he remains at it all his life. But if he is steady, quick and handy, he is sure to attract the notice of the foreman; and the foreman occasionally calls on him to fire an engine, or haply to run one out of or into the shed. It is a proud day for him when he first steps on the foot-plate of an engine, charged to drive it a few yards—out into a siding, perhaps, or up to the train to which it is to be attached. From this point everything depends on himself. By-and-by he obtains an appointment as fireman, most likely on an engine which is never engaged in hazardous work. Perhaps it is a pug-engine doing yard or station duty, and never permitted on the main line or principal sidings. Here the growing engine-driver learns something of the weight of trains, of the regular supply of steam, of the relation between the steam-pressure and the work to be done, of economizing coal, and generally of the management and working of an engine. Then a vacancy occurs among the firemen on the regular goods traffic, and "the most steady and promising young hand in the shed" is promoted. He now obtains a knowledge of "the road," learns to read the signals as well as the many other signs by which the experienced engine-driver feels his way along, and, of course, becomes proficient in the art of keeping up the motive power to the point needed by the driver. He may even now be working merely on a branch or on a slow goods train; but he is decidedly getting on. He fathoms the mysteries of shunting. Billiard players will understand what we mean when we say that in shunting "strength" is everything. The engine, like a cue, propels the trucks with just sufficient force, and no more, to land them at the desired spot, the engine itself pulling up as soon as the momentum has been applied. Marvellous stories are told of great shunters—men of genius in their way. There was Joe—, on the Caledonian, who could shove his train up to and past a set of points, check his engine to give time for the points to be changed, then run on without having stopped, put on speed so as to overtake and get ahead of the still running trucks; and finally, passing over another set of points, bring up his engine just in time for it to receive a gentle tap on the other end from the trucks, which are now coupled on behind it instead of before. Our young fireman may never venture to attempt this feat; but at a very early period it is set before him as the sort of thing that can be done, though he may never hope to do it.

From goods fireman he is promoted to goods driver; an important move. He already knows

the road, can read the signals, and gauge the weight of a train; but he has yet to learn how to keep time on a journey, how to regulate the brake so as not to waste power, how to utilize "straights" and descents, how to climb hills and go safely round curves. Goods trains not being greatly pressed for time, he has a margin to work upon, and after a few journeys his difficulties disappear. Not only can he work his train in perfect accordance with the system laid down, not only does he learn by heart the signals, points, gradients, and other features of the road, but he is able to detect weak spots in the permanent way. In such cases he scribbles a line on a piece of paper and throws it out to the first platelayer he passes. That generally suffices; but if not, he makes a report to the chief engineer. He does not know what it is—ballast shifted, sleeper broken, chair defective, or rail given way; but he feels there is something wrong, and until it is put right he passes over the spot with such caution as to neutralize the danger. His phase as goods driver is one of the most important in his progress. But he has not yet done with stoking. His next step is as passenger fireman. His finer qualities, if he possesses them, are now coming into play. It is true he has simply to maintain the motive power for the service of the driver, but he is something better than the boy who blows the organ bellows. He is the driver's companion and helpmate; he is probably as competent as the driver himself; and he necessarily exercises a moral influence which, if strong, proves invaluable to both of them in cases of emergency. One might almost compare them to companion light-house-keepers. Should an accident occur, it is the fireman's duty to run forward with a danger flag, just as it is the rear guard's duty to run back and "protect" a following train. Then from passenger fireman he becomes passenger driver. But there is a great difference in passenger drivers. The one whose development we have traced is one of the best. Passing over his stages of employment on branch-lines, slow main-line trains, specials, and so on, we come to his final phase, as the driver of the great express—the Flying Dutchman, Scotchman, or Zulu, or the Wild Irishman, as the reader may choose to suppose.

What is his position now? Well, he is a man whose efficiency and character will, from any point of view, stand the severest tests. He is an expert, whose training has been of the most gradual, minute, and thorough description, who has climbed step by step to the top of the ladder, where his foothold is now as firm as if he were standing on the solid ground. His wages are (say) ten shilling a day; his working hours are fifty-six or fifty-seven a week; he is exposed to all sorts of weather—very peculiar weather it is, too, on the footplate of a locomotive, with your feet scorched by the heat while the bitter east wind freezes the moisture on your beard; and he is charged with the duty of taking (say) three hundred passengers from London to Exeter, or Glasgow, or Edinburgh, or Holyhead, within a certain time, at an average speed of fifty miles an hour. From the moment he starts to the moment he arrives he is under a constant strain. Not only are the peculiarities of the road, which he knows from experience, to be noticed, but every mile or two there is some official sign put up for him to read. Level crossings, points, tunnels, bridges, viaducts, stations, platelayers, gradients, curves—all these he must look out for. Consider the operation of climbing and descending a "summit," or descending and then climbing a "valley." At these times the driver's hand is never off the lever. In the course of a few miles he will perhaps make fifty imperceptible changes in the speed of the train—accelerating it or diminishing it so steadily that not a passenger notices what is being done. That is the perfection of engine-driving. That is the climax of the driver's skill, and he attains it coincidentally with the full development of those qualities which he has unconsciously trained within himself, and which are all governed by an overmastering sense of duty."

Who are these men? None other than locomotive engineers and firemen, who "are *neither born nor made*," and yet "*they grow*." My boy, who is going to a primary school, directly connected with a college, tells me they call his school the "*Incubator for the College*," so the fireman's position, on the left of the cab, is the growing process, or incubator that produces the locomotive engineer. It also proves the doctrine of "Evolution," "the survival of the fittest," and he who "*grows*" and "*survives*," in this case, becomes the locomotive engineer, or as our English friends call them "engine-drivers," or "engine-men."

I see from the late reports that there are, in the world, one hundred and five (105,000) thousand locomotives. Necessarily then, there must be two hundred and ten (210,000) thousand engineers and firemen, saying nothing of the aged and infirm and the reserves. Mr. Editor, why not have a World's International Congress of the Brotherhoods of Locomotive Engineers and Firemen. What a world of good they could do each other, and what a vast fund of practical knowledge they could impart to each other and for each other's good, saying nothing of the benefit of such a body for the comfort and safety to a world of travelers. May "a kind providence that shapes our ends, rough hew them as we will," speed the meeting of such a congress, is the wish of

Truly yours,

William E. Lockwood.

GLEN LOCH, October 22d, 1887.

PORTLAND, ORE., December 11, 1887.

MR. EDITOR:—In answer to "C. B. N.," I would say: No, it is not in the counter-balance, but is caused by back pressure in cylinders, the valves not being set right. The same answer will apply to "Poly —'s" case.

Smoke-Box.

The *Locomotive Firemen's Magazine*, from the inception of its "Mechanical Department" in January, 1886, has grown from a single half column, of one contributor, to eighteen (18) pages of illustrated and solid matter and twenty (20) contributors. Mr. E. J. Rauch, Superintendent Motive Power New York Elevated Railroad, an old engineer, contributes to the January number an article of "Answers and Inquiries." Mr. Angus Sinclair, Chicago, Secretary American Railway Master Mechanics' Association, contributes, "The Will is the Way to Mechanical Knowledge," and Wm. E. Lockwood, of this city, has two articles, one continued, "The Bunsey Bridge Investigation"—"Does Iron Crystallize?" another illustrated, entitled, "Atmospheric Resistance from a Base Ball Standpoint."—*Philadelphia Ledger*.

A Three-cylinder Locomotive.

The Dunmore Iron and Steel Company, at Dunmore, Pa., has a small locomotive in use switching in its yards which is of a novel pattern. It is thus described by the Superintendent of the works: "This little engine has three 8x12 in. steam cylinders, four 33-in. driving wheels, two outside connecting and parallel rods, and one inside connecting rod. No balancing is needed in driving-wheels. The engine has six exhausts to a revolution, and the effect on the fire is good. It is claimed that by setting the cranks at an angle of 120 degrees the slip is reduced to a minimum. This engine makes 30 miles an hour on a 40 ft. grade easily, with a light load, and is considered a good machine by those who have run her. Its weight is about 12 tons."

Liquid Fuel.

Scientific American.

It appears, after an experiment of several months, that ferry boats plying between San Francisco and Oakland, which had been fitted up for burning petroleum, have now gone back to coal. The economy, as we understand, so far as the consumption of fuel is concerned, is said to be decidedly in favor of petroleum; but the trouble in its use came from the intense heat produced, by which, or by the peculiar nature of the combustion, the iron of both the furnaces and boilers began to indicate rapid deterioration—hence the return to coal.

The following are the dates of the introduction of railways in the various countries from 1825 to 1860:

England	September 27, 1825
Austria	September 30, 1828
France	October 1, 1828
United States	December 28, 1829
Belgium	May 3, 1835
Germany	December 7, 1835
Island of Cuba	• In the year 1837
Russia	April 4, 1838
Italy	September, 1839
Switzerland	July 15, 1844
Jamaica	November 21, 1845
Spain	October 24, 1848
Canada	May, 1850
Mexico	In the year 1850
Peru	In the year 1850
Sweden	In the year 1851
Chili	January, 1852
East Indies	April 18, 1853
Norway	July, 1853
Portugal	In the year 1854
Brazil	April 30, 1854
Victoria	September 14, 1854
Colombia	January 28, 1855
New South Wales	September 25, 1855
Egypt	January, 1856
Middle Australia	April 21, 1856
Natal	June 26, 1860
Turkey	October 4, 1860

LOCOMOTIVE drawings in regular shops are quite an item of expense. In the ordinary workings of first-class shops the expense for drawings for one year is about \$40 per engine.

Woman's Department.

EDITED BY IDA A. HARPER.

COME, NOW, AND LET US REASON TOGETHER.

Our correspondents have fairly taken possession of the Woman's Department this month, twenty-five letters having been received up to date. This indicates a lively interest in this department and is very gratifying to the editors of the *Magazine*. As this is almost the beginning of a new year and as the editors are even more ambitious than ever before to make this the best labor periodical ever published, it seems appropriate that we, of the Woman's Department, have a little confidential chat to which no gentlemen will be admitted. All of us have observed with pride and satisfaction the steady improvement that has taken place since the humble beginning of this feature of the *Magazine*, some half dozen years ago. The old correspondents show the beneficial results of practice and many new ones, full of fresh, bright and original ideas, have sent their welcome contributions. While expressing full appreciation of every letter that has been sent, I hope the sisters will permit a little frank conversation for the good of the *Magazine*, and will receive it in the same kindly spirit in which it is written.

Almost without exception the letters commence, "Being a constant reader of the *Magazine*," hence it may be inferred that what has been said in the Woman's Department from time to time has met the eyes of most of our writers, and yet there are certain stereotyped phrases that have become so threadbare they really ought to be retired from circulation. The most tiresome of these is, "Having seen nothing from Lodge So-and-so I thought I would write and break the ice and perhaps some one would follow my example." There has never been an issue of the *Magazine* that has not contained from one to half a dozen letters commencing in this manner. The writer then goes on to give the members of Lodge So-and-so a scolding for not sending a contribution to the *Magazine* and proceeds to tell all she knows about the Lodge which is generally not very much. She continues to write a lot of most fulsome flattery about the polite, cheerful, brave, grand, generous, faithful, devoted, beloved, self-sacrificing members of the B. of L. F. She then suddenly puts on the brakes by a "chestnutty" reference to "that awful waste basket," and winds up with a grand finale, praying God to bless and prosper this "noble band."

Now, ladies, close the doors and pull down

the blinds, see that there is not one of this "noble band" within hearing distance and let us talk this matter over. Firstly, is this Woman's Department published in the interest of the men of the B. of L. F. or of the women? If the former, then go right on making the men and their business the sole topic of your letters; but if for the latter, then why not discuss questions of special interest to women and leave the men to manage their own affairs? What concern of ours is it whether the members of the various Lodges write for the *Magazine* or not? They have their own department and they seem to keep it up quite as well as we do our department. If they fail to do this, let it be a matter to be settled among themselves and not one that calls for our interference. Please do not "break the ice" any more and get into the deep water of trying to discuss their Lodge affairs which you do not and never will understand.

Secondly, let us concede, once and forever, that the railroad boys are all that your fancy has painted or your pen has pictured them. If there are more complimentary adjectives, throw them in to make full measure, and after you have piled on all the flattery that they can stand, (and they can bear a great deal,) then read over all the back numbers of the *Magazine* and see if any of your compliments are returned. See, in fact, how many times in the Men's Department you can find any mention whatever of the ladies. Doesn't it strike you that they set us a very good example of attending to their own affairs, and wouldn't it display better taste on our part for us to utilize our space in the *Magazine* with our own legitimate concerns? We have the highest regard for the sterling qualities of the great army of railroad men in this country but it certainly is not necessary to consume all of our six or eight pages every month in talking about it. If they discharge their duties faithfully and conscientiously, God will undoubtedly bless them without being continually requested every month through the columns of the *Firemen's Magazine*.

Thirdly, in regard to "that awful waste basket." Patience being worn out with this constant reference, I took occasion a short time ago to say in the *Magazine* that not one letter in a year went into that receptacle and then only when it contained some unkind reference to other correspondents. Notwithstanding this statement, twenty out of the twenty-five letters received this month close by expressing fear of the waste basket. This is mere affectation, for probably not one of these writers had any doubt but that her letter would be published. However, if after this our correspondents insist upon following the old formula and writing the very things they are requested not to write, their letters will very likely go into the waste

basket. The few pages, which are all that can possibly be spared to us, are very precious and we are exceedingly desirous to use them in a way that will be of benefit to women. Such letters as have been referred to are of no use to anybody and they consume space that can be used to better purpose. We have urged our correspondents to write upon temperance, equal suffrage, housekeeping, training of children, cooking, home-life and kindred topics. In some instances we have received most valuable responses but in most cases we have been told that "Lodge So-and-so was in a flourishing condition." There is no woman, however humble, but has some ideas upon social or domestic questions and we will be glad to publish these, however crudely expressed, but in the future we must decline to fill up our columns with matter which possesses no interest or value to our thousands of lady readers.

While upon this subject it may be well to make a few suggestions. With writing paper as cheap as it is at present it seems unnecessary for our correspondents to send in their communications upon common brown wrapping wrapper as is sometimes done. Write only upon one side of the paper. Do not copy poems out of books and send them as original. Remember that in writing for a magazine you must always write two months ahead. For instance, Christmas letters must be written in October and Fourth of July articles in May. Look at the heading, punctuation, etc., of the letters published in the *Magazine* and follow them in writing.

We shall endeavor during the present year to make the Woman's Department more entertaining and instructive than ever before and to this end we ask the co-operation of all our valued friends.

LITTLE ROCK, ARK., December 4, 1887.

To Woman's Department:

I have been a constant reader of your valuable *Magazine* for a long time, but have never seen a word from Rose City Lodge No. 45, or any of the ladies of Little Rock yet, so I concluded to break the ice and see if some one, more competent than I, would follow suit. The Lodge is in good condition, and the members are all honest, upright men, ever ready to lend a helping hand where it is needed. There have been several of No. 45 members promoted to the right hand side, and they are giving satisfaction. I agree with "Peggs D." I, too, think the fireman's wife will change her mind in course of time; I speak from personal experience. My husband is an engineer, although a member of No. 45, B. of L. F. It is with much sympathy that I announce the death of Mrs. Alice Purser, wife of Mr. Josh Purser, one of Rose City Lodge No. 45, members. Mr. Purser has the sympathy of his many friends. Hoping to hear from some of the others, and that this may find room in your *Magazine*, I remain with best wishes,
Maggie M.

ANTIGO, WIS., December 1, 1887.

To Woman's Department:

The year 1887 is fast drawing to a close and the general Convention has been held and also the election of officers in the Lodges, which has I see, in many cases, made an entire change of officers, and I do not doubt but the new officers will arouse all their energies and ambition to make their Lodges bright stars in the constellation of the Firemen's Brotherhood, and try and infuse the boys with courage enough to write at least once in two or three months an article for their noble *Magazine* that the Brotherhood at large may be informed of their progress, for it seems to me if the Lodges were all as backward as "266," we would have no *Magazine* at all, and I am sure, Mrs. Editor, it is not because they lack brains, for were you to see them you would say a brighter and more intelligent lot of firemen cannot be found on any road in the country; but like the boy taking his first swim they hate to make the first plunge. After the first plunge, boys, you will like it, therefore make it quick and let us have the pleasure of seeing your contributions in the *Magazine*, for many hands make light work and every member should put his shoulder to the wheel and contribute his mite to the *Magazine*. By so doing they would enhance its value and increase its sale. The great developments of the Iron mines on the Gogebic and other ranges up north during the season just past have increased the shipments both ways to such an extent that it has necessitated more trains being put on both passenger and freight, and more trains mean more men. I am glad to say that some five or six of the boys of "266" have been rewarded for their good work by being promoted to the right hand side, and am informed they are getting along nicely. Amongst the great changes brought into this "burg" is a genuine whistle fiend, a thorough screamer in the shape of the "76," coming or going it never fails in time or tone. We have also seen some eight or ten new engines, amongst them two Rhode Island moguls. This road for the past five or six months has been very free from accidents or wrecks but about ten days ago they had one in which mogul 93 was slightly injured from causes I know not of. This company has completed a fine brick and stone round house of twelve stalls and fine blacksmith shop of same material. They have also put in a fine new turn-table, also fine new coal sheds and, in fact, from the amount of improvements going on here, it has the appearance of a regular boom at this place, also from the amount of new brick stores and residences going up, and last but not least is the fine Hotel Vivian which was opened in grand style on Thanksgiving day.

Speaking of Thanksgiving reminds me that I have something to be thankful for. For the boys of "Lodge 266" had a grand ball at the Opera house, Kaukanna, which I attended, and Mrs. Editor, I can assure you that a more enjoyable ball was never had in the United States, everything went off so pleasantly and Mr. Hickey, M.

M., seemed to be the happiest man in the party. The boys all vied with each other in making the ball a success, and that Geo. O'Connell was a giant, a perfect host in himself, ever looking after the comfort of the guests. As floor manager I assure you that "Jerry" can't be beat. I don't say this to detract anything from the rest of the boys for Kittell, Barclay, Hewitt, Moquin, Bennett, Mulholland, T. Kelly, H. Wehr, T. Hayes and P. Ryan and others whose names I know not were equally diligent in making the ball a success. The hall was nicely decorated for the occasion and the music was all that could be desired and great satisfaction was expressed that it would not be the last given by the boys of 200.

I was very sorry to hear that grim death had visited the home of T. S. Kelly and taken away one of his dear children, but I am sure that he has the sympathy and condolence of all the members of 200 and friends outside. And now as the year '87 is fast rolling by never to be recalled and the New Year will soon be at hand, I wish that the members of 200 would resolve that with the commencement of the new year they would write for the *Magazine* regularly, for you have the brains and only require the start to make a success and perhaps a little coaxing from your wives and sweethearts might help it some. What is the matter with "Evelyn" stirring them up a little as I have not seen anything from her pen for some time? I am very glad to see the great improvement in the Woman's Department and hope it may continue. Wishing you all a merry Christmas and a happy and prosperous New Year,

Your friend,

May.

For Woman's Department:

TO MARTHA V——, IN HEAVEN.

Happy, happy Martha!
In that bright world above,
With the angels, joining
In their songs of praise and love.

Thou hast reached that home before us,
Now thy trials all are o'er,
Thou art waiting for thy loved ones,
On that bright, eternal shore.

Thou hast crossed the troubled waters,
And thy Savior, by thy side,
Did safely guide thee over,
To thy home beyond the tide.

To that precious home in heaven,
Where no sorrows ever come;
There no sin can ever enter—
And there's rest and peace "at home."

O, that precious rest in heaven!
Free from sorrow and from pain;
O, to strive like thee to win it,
And like thee, that home to gain.

Then we'll join with thee in singing
Those glad anthems there—on high—
When with us the strife is ended,
And we meet thee, by and by.

Meet thee in our home in heaven,
Bought by Jesus for our sake;
But not alone for us 'tis given,
But all who will His mercy take.

JERSEY CITY, December, 1887.

CHICAGO, December 5th, 1887.

To Woman's Department.

One cup of granulated sugar, one-half cup of butter, stirred to a cream, three-quarters of a cup of milk. Beat the whites of four eggs to a stiff froth and add with one cup of flour; beat all thoroughly, then add another cup of flour with a teaspoonful and a half of baking powder well mixed in it. You may have to put in a little more flour. Make the batter quite firm. This receipt makes four layers. For filling grate three squares of German sweet chocolate, one-half cup of milk, yolks of two eggs, two tablespoons of sugar. Put it in a small tin pan or cup on the stove and let it boil until it thickens. Stir it constantly or it will burn. Always prepare the filling first so it will be cold when you are ready to use it. Layer cake must be baked quickly, so be sure and have a hot oven. Put the filling between the layers just as soon as they are baked. Peel four real ripe, soft bananas, slice them in thin round pieces, cover the top of each layer with them instead of chocolate, pressing them together so the heat will melt the fruit a little, and you will have a splendid banana cake.

I suppose some of our readers don't know what a charm there is in nice warm flour. Before you set the sponge for bread put the pan of flour in the oven and stir it with a spoon so it will heat all through, then mix it, and, when it is ready to mould, have more warm flour to mould it with, and you will be surprised, it will rise so quick and make such nice bread,

Mary.

GARRETT, IND., December, 4, 1887.

To Woman's Department.

As I have never seen a letter in the *Magazine* from any of the firemen's wives or mothers or sisters or daughters or sweethearts of Garrett, I will endeavor to write for the boys, as they are so busy enjoying the feast of the B. & O. R. R. that they do not have time to write, and it is our duty as interested ladies to say a word of cheer to the boys. Some ladies will say they can't write for the *Magazine* for it would find the waste basket if they did, but as "can't" is not in my book, I will make a bold venture. I would judge from the late hour on lodge nights that the boys repair to their respective homes that they have lots of work. I heard that they have got another Brother Moughler and a Brother Stoner since Friday night, and some others were made Brothers that I did not know. Well, there have been some left-hand men promoted to the right-hand side in the past few days, namely: W. Blimire, J. Keselmire, T. Cunningham and A. Ayer. And among the pleasant surprises has been the one friends of Mr. Cunningham surprised him with—a beautiful large picture and ottoman—on the 3d of November, on his forty-third birthday. The 2d of December the boys surprised Collector Smith with a gold pen and a glass cigar case, on his thirty-eighth birthday. With many blessings, and hopes that the promoted men will not forget they were firemen, I remain,

A Venturer.

For Woman's Department.

DRIFTING.

Drifting out on the sea of life,
Where storm doth beat and wind doth chill,
Slowly drifting along with tide,
Where pleasures come not my life to fill;
While the sky is robed in clouds of gray,
And dark and desolate seems the way.

Slowly drifting, while no sunlight falls
O'er my pathway here, with its luminous light,
While my life, with its ever ceaseless care,
Is darkened as with the hue of night;
Yet I silently drift o'er life's dark sea;
And question not why it should be.

And thus the years pass swiftly by,
And the visions of youth fade from my sight;
Life's storm doth beat and the rain doth fall
And the way is dark through the gathering
night;
Yet with hope and trust I still toil on,
And patiently wait for the coming dawn.

Mrs. Nellie Bloom.

WEST OAKLAND, Jan. 1, 1888.

COLLINWOOD, OHIO, December 5, 1887.

To Woman's Department:

Now, ladies, if you will all come with me to the farthest corner of the Woman's Department, where we are sure the boys will not hear us talk, I will tell you something I have just found out.

It is this. We are praising the boys a great deal more than they are praising us. Now I shall not praise the boys of Lake Shore Lodge one bit (although there are none more deserving of praise) because upon investigation, I find there are seven or eight letters in the Woman's Department of the December *Magazine* devoted almost exclusively to the praise of the boys, while in the Fireman's Department there are only two or three instances where they remembered us.

There! There! I might have known better. I can see by your countenances I have seriously offended some of your number, and my first visit too.

How can I make my peace? I have it. I will tell you about the fancy articles I have been making for Christmas. First are the pretty sachet bags that are so fashionable now. Get the Japanese mats, that come in such pretty colors, pink, light blue, cream, etc.

These I have are about eight inches square with the corners cut off. There is a pretty design upon them that looks like hand-painting, at a distance. They are only five cents a piece in Cleveland. Lay the right sides together remembering to have the designs at the bottom. Sew together one side, the bottom, and half way up the other side. Turn the right side out and line the inside nearly half the way down with light blue China silk; that is if you use the pink mats. Fill with batting sprinkled with perfume powder. Gather the bag together at the bottom of the lining. Arrange it so the lining will show and place a bow of light pink ribbon near the side which is left open and you have a handsome sachet bag at a little expense. I will add that this is not an original idea as I saw them in all shapes and colors where I procured the mats.

Tambourines are very pretty also. The frames

can be purchased all ready to ornament. I saw a lovely one last fall. A piece of red plush was fastened in the back. On the plush were two lilac blossoms and leaves. The blossoms were made of two shades of the narrow lilac ribbon. The leaves of arrasene. If you are ingenious you could make it without stamping, as you all know what lilac blossoms and leaves are like. It was hung with lilac and red ribbons to match the blossoms and plush. I would like to tell you how to make lamp mats of your children's red and blue felt hats when they have gone out of style, also how to fix up old chairs and lots of other things, but I dare not stay any longer as I am afraid the door will be closed against me now and forever more.

Josephine.

[We will be glad to have you come again.
—Ed.]

EVANSVILLE, IND., December 3, 1887.

To Woman's Department:

I have been a constant reader for the last four years of your valuable *Magazine* and seldom ever have seen one word from our Lodge, No. 100. I thought I would try and write a few lines myself, but as this is my first I hope you will excuse how it is put together. I am a fireman's sister and I think that railroad boys are so good and kind-hearted. The Brotherhood is always so kind and willing to help a poor brother or his little brother or sister or his dear mother or wife when they need help. Oh, I just think the B. of L. F. Lodge is the nicest Lodge there is. I know it is for I have two dear brothers who are firemen and they always tell me what a grand Lodge they have. I often wish I was a man so I could be a fireman and belong to the B. of L. F. Well, being as this is my first I guess I have said enough, but if my lines come to view, then I will try and write again. Wishing all firemen a long life and a Merry Christmas and a Happy New Year and God bless you, one and all, I remain yours respectfully,

A fireman's sister,

Annie.

STANBERRY, Mo., December 14, 1887.

To Woman's Department:

Being a constant reader of your valuable *Magazine* for some time, I have eagerly watched for a few lines from Lodge No. 56. I thought I would make the first attempt myself. The Lodge is in good condition and can compare with any, the men are all sober and industrious, and that is something to boast of. But our husbands have a hard lot and many dangers to contend with—they dare not tell us,—while we are watching and waiting to see them safely home. How thankful we should be when they arrive safely home and meet them with a smile, for they come home tired, and often discouraged, but who can drive away the blues so effectually as a wife? Those of you that are given to repining over your lot, try and see if the bright face of your husband doesn't more than repay you for every effort put forth in his behalf. If this does not reach the waste basket, I may write again.

A Fireman's Wife.

FT. WAYNE, IND., December 5, 1887.

To Woman's Department:

At hand bright and early Dec. 1st came the *Magazine*, and visions of a pleasant afternoon arose before me as I hurriedly did my work when lo! (Let me ask right here did you ever lay out any particular thing to do that you did not want to be bothered that all your relations, friends and neighbors did not call?) Well, first one and then another came until I put the book away in disgust, where, with household cares on my mind, it lay forgotten until this afternoon. After reading the splendid things in it I made up my mind to try my luck "Writing for a book." I have been a fireman's wife two years and a reader of the *Magazine* the same length of time and I dearly love the little book for the lessons it has taught me. "Hubby" is a member of Lodge No. 141. That there is a Lodge here and that the boys were very much disappointed two or three months ago at not receiving a visit from Mr. Hannahan is all I know. I think the ladies ought to let the male side of the house do the talking about Lodges, not but that I think it very nice to know all about them, but their space in the *Magazine* is much larger than the ladies', and as it is called the Woman's Department, why not make it that entirely? and I think by reading the *Magazine* month after month and always seeing something about themselves they get careless and say, "O, I won't write, some of the women will do that." I'll switch off for I seem to hear the remarks, "What an idea," "Selfish creature," etc. I will tell you of several things I find very nice to put in "Hubby's" lunch pail. Baked pork and beans for one, and veal steak or chop cut thin, dipped in beaten egg, and then in rolled cracker, fried brown in hot lard, and pies, such as cranberry, or any kind that is juicy, I bake in little pie tins such as bakers use, no more mussed lunches. Try them. I will tell you of something I think is lovely and perhaps among the lady readers there may be one with the same taste as I. It is a comfort. Make both sides of yellow cheese cloth with two rolls of cotton (more or less, just as you like) between, and knot with white, pink or blue zephyr and bind around with same color ribbon. It makes a much prettier cover than a quilt or spread when one is sick. Well, I will stop short for I am taking too much room. Wish you all a Merry X-mas and Happy New Year, and may God bless the noble firemen, and if they don't all reach the right hand side in this life, may they all be on the right side in the Great Beyond is the wish of a

Fireman's Talking Machine.

DE SOTO, MO., December 2, 1887.

To Woman's Department:

I have often thought when reading the *Magazine*, why it is we never see anything from the ladies of Pride of the West Lodge No. 6? I am acquainted with several of them and I know they could write if they would only make an effort, but I expect they all fear the waste basket as I do, but some one has got to be first, so I will break

the ice. My husband is a member of No. 6 and takes a great interest in his Lodge. We have no ladies Order of B. of L. F. here in De Soto, but I think we could have a large one if we just had some one to start us. I think we will have to elect a "pusher," the same as the engines have to help over the hills. As for the boys they are all a good sober and industrious set of men and some of them are running on the road. I have got a receipt for a meat omelet that my husband thinks is splendid. I will give it and perhaps some one else will think so, too. Take three pounds of veal or beef, $\frac{1}{2}$ pound of pork, chopped fine, three eggs; four crackers rolled fine; one dessert spoonfull of sage; one dessert spoonfull of salt; one dessert spoonfull of pepper; half a cup of milk. Mix all together and press hard in a deep pan, sprinkle the top with rolled crackers and bits of butter, bake slowly and baste often for one hour. When cold it is ready to slice for lunch or tea. Hoping to see something in the near future from our brothers and sisters of Pride of the West, and may God bless them all is my sincere wish.

La France.

To Woman's Department:

I have been a constant reader of your *Magazine* for a long time but have never seen a word from Buckeye Lodge, No. 239. I will make an attempt this morning and if it does not get to the waste basket I may write again. The Lodge is in a very good condition now and the boys are all honest, upright fellows always ready to lend a helping hand when it is needed. With F. Volk as Master, J. Jennings as Collector, J. Quinlan as Agent, and last but not least, the dear boy, D. Lentz as Secretary, a committee to boast of, D. Lentz with E. Wolfe and S. Miller who have crossed from the left to the right hand side. May the brave boys prosper is the wish of a true friend. I will have to close for the present as my letter is much longer than I intended that it should be but one cannot say too much in favor of the Brotherhood. Good luck with cordial greeting to all its members, is the sincere wish of a true friend of the Brotherhood.

A Lady Friend.

ANDREWS, IND., December 1, 1887.

To Woman's Department:

Being a fireman's wife and a constant reader of the *Magazine* for three years and not once seeing No. 165 mentioned only in Grand Officer's reports, thought I would write regardless of the often spoken of waste basket to see if there could not be some spirit revived in opening a correspondence in our valuable *Magazine*.

If the brothers do not take interest enough, I think the brother's wives or sisters ought to contribute something in way of correspondence for the benefit of as good and active a Lodge as No. 165 is. Will close hoping this will encourage some sister or brother to write and fill a long needed want for the benefit of No. 165.

I remain,

E lith.

For Woman's Department.

TURN BACK.

Turn back, O heart, turn back,
For one brief moment from the busy cares of
life,
Its turmoils, struggles leave ye far ahead—
Turn back, and thus avoid the weary strife.

Turn back to scenes of long ago,
Before began this wearying, dizzying round.
Before our tired hearts bowed down to woe,
To miseries that in all lives are found.

Turn back to those fresh early years,
When simple pleasures brought a glow of joy,
When rambling in the wood, or by the stream,
A careless, happy girl or boy,

We looked, with eager longing, far ahead,
To years that stretched before our dazzled eyes,
With honors filled, with triumphs, fame and
praise,
And all that in this life we do most prize.

And we have proved how empty are they all,
How hollow, bitter, fruitless is the strife
For happiness, which just eludes our grasp—
Keeps just ahead in this strange chase called
life.

Turn back, O, weary heart and brain
To the fresh, fair scenes of long ago,
In them ye find a solace for all pain,
For a brief space, forgetfulness of woe.

Mrs. W. F. Cunningham.

DICKINSON, DAK., November 27, 1887.

St. Louis, Mo., December 27, 1887.

To the Editress of Woman's Department:

You will be interested in knowing that the ball lately given by Harmony Lodge, No. 3, Ladies' Society B. of L. F., was a most flattering success in every particular. We charged an admission fee of one dollar including supper which our guests considered very moderate in view of the elegant "spread" that was placed before them. There were about sixty couples in attendance, dancing began at 9 o'clock and the festivities continued until a late hour. The ball was given at Lightstone Hall and about \$50 were netted. Mrs. C. E. Amos, Miss Ella Van Horn and Miss Lullman worked exceedingly faithfully and contributed largely to the success of the occasion. All who were present expressed themselves as being well pleased with the entertainment and were lavish in their praise of the managing committees.

But all of life is not filled with pleasure. It is with extreme regret that I chronicle the sad death of one of our esteemed members, Miss Laura Leathers, which occurred on the 24th inst. Miss Leathers was the sister of Bro. Leathers, one of the members of Peace Lodge, No. 109. She was a most lovable lady, pure in mind and noble in heart, a true Christian and her death is universally mourned. Harmony Lodge, Ladies' Society, sent a beautiful pillow of natural flowers surmounted with a white dove and inscribed with the words "In Peace." The bereaved relatives have the profound sympathy of all who know them. Thus the ever-changing panorama of life presents its views to our vision, first one of festivity and gay laughter and joy, and again

a picture of death and bereavement is presented to our gaze and our hearts are robbed in mourning. The one lesson to be learned is that death is inevitable to all who live and we should therefore improve our opportunities while the sun yet shines and we are permitted to enjoy the blessings this world affords.

Harmony.

ATHENS, OHIO, December 5, 1887.

To Woman's Department:

I have been an interested reader of your valuable *Magazine* for three years, and have not seen a thing from Scioto Lodge No. 202. We feel a great interest in the Order of the Brotherhood of Firemen, being one of the grandest organizations in existence, and mostly of all Scioto Lodge, of which my brother is a member. The boys of 202 are true hearted, trustworthy, liberal men, and we glory in their success, so far. May they live long and prosper. I feel as though I would like to speak of some of the boys, but as this is my first attempt I will make it short, and see if some more of the sisters and brothers will not take an interest and scratch a few lines to let other Lodges know that they have an Order in Chillicothe, that they may be proud of. Frank Gordon, one of our Brothers, met with a painful death a few days ago, by falling from his engine and breaking his neck, ten miles from Athens. We all sincerely sympathize with his family, and while we cannot assuage their sorrow, we trust that they may be able to bear it with resolution and fortitude. Brother Mike Gahagan has gone to the right side; we congratulate the Brother, and wish him success, and God speed him on his daily run. Well, I won't tax your patience by mentioning any more, but know they are all good and kind Brothers, and always ready to tip their hats, or shake their hand at the girls. So, wishing God speed to one and all of the Brotherhood of Locomotive Firemen, I will stop, and if this don't meet that waste basket, I will try again, and mention some more of the boys.

A Fireman's Sister.

LAFAYETTE, IND., Dec. 1, 1887.

For Woman's Department:

I have looked in vain to see a word from Tippecanoe Lodge No. 36. I think they have side-tracked long enough. They are as good, noble, brave set of boys as the world affords, and why they withhold the pen is best known to themselves. Sulking action with thought I will give a few brief items as they are very busy just now making arrangements for a grand ball on the 26th, and of course have no time to spare.

Well, ladies, here I am again, to tell you of a new dish of my own invention (for the lunch pail) as I have never yet seen it in the *Magazine*. It is very good (at least my husband says so.) Take one quart of milk let it come to a boil, four eggs, one cup sugar, one tablespoonful of corn starch; beat eggs well, stir all in the milk and let cool. Then peel one dozen good bananas, cut in slices; a layer of custard, then a layer of bananas till you fill a bowl full. This is excellent for a lunch

and it will keep for two days if necessary. Just try it and surprise your husband with a new dish if he likes bananas. I have learned a good many good things through the columns of the ever welcome *Magazine*, and hope to learn more.

Well, here we are again on the border of a new year, soon to bid adieu to short seeming 1887 to greet the new 1888. If the time proves to be as good and improved as well as the last, we wish one and all a happy new year.

Pheobe.

ALBANY, December 6, 1887.

To Woman's Department:

I have come again for a chat through the *Magazine*. It is so near Christmas that I am very busy. I must tell the readers of our valuable book what my gift is to my L. F., it is three handsome volumes of the *Firemen's Magazine* bound, the years of 1885, 1886 and 1887, every number. What a surprise it will be to him!

Now, "Peach Blossom," a good chocolate cake can be made as follows: One egg, one-half cup of shortening, one cup of sugar, one-half cup of milk, three tea spoons of baking powder, two and one-half cups of flour, bake in layers. For filling take one-half cup of German chocolate, yolk of one egg, one-half cup of sugar, tea spoon of vanilla, boil till thick, when cool spread between layers, add a light frosting to the top. I think you will find this very good. Good bread is the principal feature. I will send an excellent receipt some time in the future, if this escapes the horrid waste basket. Now one word for Lodge No. 230. It is flourishing. The first great trouble they have had in some time is the loss of one of the noble brothers, Charles Gingrass. He was killed Nov. 17, by the blowing up of the engine on the N. Y. C. The loss of one so good is felt by all. His wife and children have the heartfelt sympathy of all. He had one of the largest funerals ever seen in the city. My letter is too long already so will come again in the near future, if permitted.

I am, very truly,

Veronica.

CEDAR RAPIDS, IOWA, December 5, 1887.

To Woman's Department:

I have been a reader of your *Magazine* for eight years and am glad to see the improvements, and think it is now near perfection. I have hoped to see something from Hawkeye Lodge, No. 27. To say they are worthy of notice is only half speaking for them. The Lodge is composed of as noble, honorable and trustworthy men as you ever meet (and good looking too). We have a Ladies' Society about a year old and are having splendid success. We meet the second and fourth Thursdays of every month. We gave our goat a little exercise not long ago and he has been so proud since we will have to tame him a little before trying him again. We gave a social the 20th of September at which the drawing of a quilt took place. The quilt was made by the Ladies' Society and a neat sum was realized. Dick Powers held the lucky number on the quilt. Now

Dick, we heard a nice-looking young girl say she didn't get the quilt, but never mind it would be all in the family some day!

"Belle Blossom," I agree with you in regard to Mrs. Thomas A. Keyser. Each member of every Lodge giving twenty-five cents or more would be a blessing to her and no one would miss it. Now, we women might carry that through. I am going to see what I can do. Now can't some one set this before each Lodge and see what can be done? Wishing all a Merry Christmas and a happy New Year, will close for this year.

Hawk Eye Sister.

HARRISBURG, PA., December 1, 1887.

To Woman's Department:

The December *Magazine* is at hand and as usual I am the first to see it. I am very much interested in it and always read it, but I never see anything in it about No. 174. I would like to see the members' wives do like some in the far west, organize a Lodge of their own. I wish we had a *Magazine*, for if every Fireman's wife would write a line it would fill up the space. As this is my first attempt I want to say something about the lunch pail. If you want to please my hubby give him some good cake, such as marble cake, chicken or roast turkey, and good bread and butter. He says that is the kind for a man who shovels coal.

I see a letter from a Grand Rapids sister of the B. of L. F. I think you must have a nice time, and wish you success in your undertaking. I belong to Orders, but not to a branch of the B. of L. F., but I would like very much to have one here. I am deeply interested in the Brotherhood, and especially in No. 174, for I think they are working in earnest. I hope to see some letters in the Woman's Department about them. I guess I will close for I dread the waste basket.

A Fireman's Wife.

GREEN RIVER WYO., December 4, 1887.

To Woman's Department:

As I have been a constant reader of the *Magazine* for a great many years and have never seen anything from Morning Star Lodge, No. 88, I thought I would write a few words in behalf of the noble-hearted boys. I feel proud that "my hubby" is one of the boys. There are forty-five members all in good standing. A great many have bid good-bye to the scoop and stepped to the right hand side. I will mention no names, all that I will say is that they are all true Brotherhood men. May they always have good luck and not run off the switch especially in G. R. yard. Now I will close as this is my first and if it does not reach the waste basket I may write again.

Nora.

The New Century Guild of Working Women of Philadelphia has for two years maintained a mending office. They propose now to send out professional menders by the day or hour, to call at houses once a week to do family mending.

CARPETS are woven and wall paper made from designs made by pupils in the New York School of Industrial Art for Women.

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

VANCEBORO, ME., December 15, 1887.

MR. EDITOR:—I looked the last *Magazine* over in vain for some mention of our Grand Master's visit to Justice Lodge, on his late trip "down east." I see from Bro. "Picton Nugget's" letter that Bro. Sargent was not forgotten, as it was feared he would be, on leaving St. John where our boys left him. Bro. Dresser did not have so good luck in spotting as our Eastern brothers seem to have had, for the first man he struck after leaving Bangor when he and the conductor of the Pullman had been vainly searching the crowd for Bro. Sargent, was a callow youth traveling on a trip pass who seemed very much offended when Bro. D. mildly inquired if his name was that of our worthy Grand Master. Bro. D. sank back exhausted in a search which seemed to be ever without reward, but finally mustered up courage to ask a portly, good-looking man who hadn't even a "B." in sight to proclaim himself the head of one of the greatest organizations in the country—if he knew anyone bearing the name of Sargent, and if he wasn't the man whom all the firemen were looking for. On arrival at Vanceboro the reception committee, consisting of Bros. Smith and Noble met Bro. Sargent and after a very hurried but excellent dinner which was eagerly participated in by "the hungry man from Bangor," at Ross's railroad dining rooms, the party went over to McAdam and paid Mr. G. A. Haggerty, Mechanical Superintendent of the N. B. Ry., a very pleasant visit. An hour or two were pleasantly and profitably spent in looking over the most elegantly and ingeniously appointed offices, shops and grounds which are almost wholly of the design and execution of Mr. Haggerty himself. The Superintendent's office is a marvel of elegance and completeness, being heated by steam and fitted with every convenience, for this is the home of Mr. Haggerty, and contains his public office from which he directs all the mechanical operations of the road. A private office is attached where we found Bro. Allen E. Bartlett, who is employed as draughtsman, Mr. H. having taken him off his engine to assist him in the office. Here all

drawings, plans and designs for engines, machinery, etc., are prepared under Mr. Haggerty's own supervision and here are found all the records, etc., of the great work Mr. H. has done for the N. B. Ry. in the four years he has been here. Another apartment contains the sleeping room which is divided by heavy plush curtains from the bath room where hot and cold water and steam can be admitted at will. The whole is as tastefully kept as anything could possibly be and looking through the daintily lace-draped windows out upon the neatly kept grounds, surrounded by a neat fence and laid out into walks and flower plats, one would think it the abode of some princess rather than the home of the mechanical department of a great railway. From the public office one looks out into a yard containing quite a museum of native wild animals, consisting of three fine black bears, a large and small deer, a cage of foxes and raccoons. And so on out into the shops, which are just now being rebuilt, as is all the machinery, which is of a heavy cumbrous type, being built in England. All is being made as modern as possible and looks as if it would be one of the finest and best appointed shops in the country. Mr. Haggerty showed the tricks he had taught his bears and foxes to perform and then our train whistled in and we had to leave him. He is a thorough gentleman, a first-class mechanic and a man of vast executive ability. A friend of the Brotherhood in every sense, he spoke regretfully of his inability to be in Vanceboro in the evening to attend the reception which was being gotten up under the auspices of Justice Lodge. He congratulated Bro. Sargent on the good the Order is doing and has done. Bro. Sargent in turn thanked him for the kindness and consideration shown our members and himself, and they parted with best wishes on both sides.

On our return to Vanceboro at 4 P. M. Bro. Sargent took a much needed nap and the "Hungry man from Bangor" sought whom he might devour. At 7 P. M. Justice Lodge, No. 357, was called to order in regular meeting. Bro. Sargent was admitted and after the usual order of business had proceeded until "Good of the Order" was arrived at, Bro. Sargent was called upon to say a few words and in a telling and concise way he expounded to us the secret work of the Order, the vast good our organization has done and is doing and spoke of our *Magazine* and the importance it is to us. He spoke of delinquency and its evils and the importance of prompt payment of our dues and assessments and cited a case where delinquency bore the fruits of expulsion and its distressing effects on one household. Just here Bro. Lord's sympathies got the best of his judgment and he thought that something ought to be done—so did every one present, and Bro. Sargent pointed to the only remedy for the evil, namely, *pay your dues*. At 9 P. M. the meeting was closed in regular order and all hands adjourned to the dining rooms of Geo. W. Ross where a complimentary spread had been arranged. After an informal reception in the waiting rooms of the

station, all hands sat down to a most excellent supper prepared for the occasion. After supper speeches were made by Messrs. Little and Connors of the B. of L. E. and Messrs. Morgan and Sterling of the A. O. U. W. and others. Bro. Sargent in a few telling words thanked all for the consideration shown him in meeting to do him honor and thanked Mr. Ross for the excellence of the supper and attendance. Mr. Ross replied in a neat speech and the gang broke up to adjourn to the waiting rooms where cigars and talk were indulged in until the arrival and departure of the train for St. John. Two great benefits have accrued to the members by Bro. Sargent's visit, viz: Our hungry member has once in his life had enough to eat, and our boys have found out that something must be done for the widow. Bro. Sargent was escorted to the home of our Past Master, Bro. Smith, in Cartelon, a suburb of St. John, N. B., and after a much needed rest spent the Sabbath afternoon in a ride over the metropolis of New Brunswick. Early Monday morning Bro. Noble took him on his engine and carried him to the depot of the I. C. R. in St. John, where we tried in vain to find a brother to put him in charge of, and we were compelled to turn him out to the tender mercies of an I. C. conductor, who may or may not have used him well, whereof we know not save as related by our esteemed contemporary, "Pleaton Nugget." Now, dear *Magazine*, if you print all this letter you will indeed be fuller than our "Hungry one," so dreading the waste basket I will say, good night. O. K. D.

CAMDEN, N. J., December 30, 1887.

Editor Locomotive Firemen's Magazine:

On page 670 of the November *Magazine* I find an interesting article by Mary A. Moran, entitled "He's Only a Fireman," from which I copy the following: "Was this young man who chose rail-roading as a means of an independent livelihood any the less the gentleman because he happened to be, at the end of a hard day's work, blackened beyond recognition, and his hands well greased. I asked did these make him any less the gentleman? and common sense sent back the reply—No! Decidedly and emphatically, No!" The article pleased me very much, and I hope we will have the pleasure of hearing from her again. Who is a gentleman? To be a gentleman is not sufficient to have a grandfather—blood will degenerate. Good clothes will not make a gentle man; neither will money. Education does not make a gentleman. Some of the most distinguished men in the world have been unamiable, gross, vulgar and ungente. A gentleman is gentle, courteous, modest, slow to give offense, slow to surmise evil, subjects his appetites, refines his tastes, subdues his feelings, controls his speech, is charitable in all things. A gentleman may be a fireman, a fireman may be a gentleman—the truth cuts both ways. Many young men prefer ill-paid clerkships—hands as soft as their brains—they turn up their noses at manual labor; poor things, it may be they cannot help it. I suppose they are built that way. It is

rather disgusting at times to hear it said that he is only this or only that, of those whom we know to be thorough gentlemen. Young women are not blameless in this regard—they are apt to look upon the working man as socially inferior, and many a young woman passes by the honest, industrious working man because he has too much good sense to make a dash or imitate the monkey shines of the dude. There is nothing to be ashamed of in work. Christ was a carpenter, St. Paul was a tent maker. I have often heard the question asked, why is it that some who (wicked as they may be) seem to go through life with so few trials, so little suffering, and almost without exertion they strike "pay gravel." Now it is very clear to my mind that the seeming injustice as regards unequal trials and sufferings of those who are compelled to labor for a livelihood, as compared with the wealth, health and luxury enjoyed by some, is best explained by saying that God's ways are not our ways, and if we knew the whole we could see that it were better so. When all this earth will be reduced to the same footing—the same level—and judged by the use they have made of their talent it will be a strictly business proposition. We have been given so many talents—how much interest can we give in return? If we have been just or unjust in the treatment of those who are entitled to consideration and kindness, which means loving your neighbor as yourself, our interest account will be low or high in proportion. When that day comes it will not be asked, are you a workman? are you a millionaire? Then, if at no other time, man will be judged aright.

"Honor and shame from no condition rise,
Act well your part—there all the honor lies."
S.

JACKSON, MICH., November 28, 1887.

Editor of Magazine:

Our genial friend and brother, M. A. Henry, Collector of Gilbert Lodge No. 240, was united in marriage at Hudson, Mich., November 15th, to Miss Rose Stegar, one of the most estimable young ladies of that place. Bro. and Mrs. Henry returned to Jackson immediately, and commenced housekeeping at their pleasant and cosy home on Quarry street, which, with his usual good management, Bro. Henry had in readiness for the reception of his fair bride. The presents they received from the boys of 240, and others, were many, elegant and useful. They have a host of friends that wish them all the blessings this world affords. Bro. Wm. Whalen, of No. 240, was married at Jackson, Mich., November 15th, to Miss Sattie Follon, one of Jackson's most highly esteemed young ladies. Both parties are well known and have a host of friends to tender their best wishes. They were presented with numerous and elegant presents by the members of 240 and others. Bro. and Mrs. Whalen have gone to Kalamazoo, to live, and have taken quarters at the Burdeck House for the present. It is rumored that Bro. E. Kenward is about to—well, Ed is so sensitive I don't like to mention it.

Rozzy.

TO SARATOGA LODGE, NO. 209, B. OF L. F.

— Old Whitehall, situated 'long
The winding Champlain's vale,
And known in times remote and gone
By many an Indian tale;
But later, still, for hearts and homes,
Where peace and love abound,
And virtue dwells, worth more than gold
Than yields the earth around.

The Lodge called Saratoga, there,
Not far from Champlain's waters,
Where knowledge flows in living streams
To earth's fair sons and daughters.
Its aim to train the rising mind,
And lead to consecration,
And thus preserve to future years
The glory of our nation.

The B. of L. F. Lodge of brothers there,
Whose hearts beat high with feeling
That once again they meet around
Pure friendship's altar, kneeling,
And flash on high the faithful shield
Toward heaven's o'er arching glory,
That all may know their hearts are true
As Bethlehem's sacred story.

Of this we sing in flowing rhyme,
Of honor rich and golden,
All fragrant with the rare perfume
Of legends quaint and olden.
The town and Brotherhood are rich
In noble themes for story,
As well become the Champlain vale—
Itself a vale of glory.

Each one has claims upon my muse
To sing in running measure
Their rise, their growth, their moral worth
Which forms their chiefest treasure.
But most of all the faithful Lodge
Shall now command my singing,
For night rolls round her dusky wheels
And time is always winging.

Descend, O then, ye tuneful muse
From Mt. Olympus hoary,
And touch with beauty, grace and power.
The measures of my story.
Make truth the silver line of thought,
As spun by time's quick fingers.
And weave the sunlight in with grace
Where memory fondly lingers.

Bid time roll back his chariot wheels
Through years of recollection,
And then roll down again with speed
Through years of tried affection.
When done, O muse, then reascend
The Mt. Olympus hoary,
And leave our hearts refreshed in peace,
O'ershadowed with thy glory.

From *eighty-four* to *eighty-eight*
The names of those who trusted
In loyal hearts and open hands,
Are yet in no wise rusted;
But brighter grow as years roll by
Of work, of hope, and duty,
On toward the land where life is peace
Transfigured into beauty.

The past is glorious as the sun
From out his palace golden
Pours fourth his tides of light and life
On landscapes gray and olden,
The *present* glows with rosy hope
And warms with fresh endeavor,
The future gleams before our feet
Forever and forever.

The world wants men of heart and brain
Who will not fear the rattle
Of critics' balls when duty calls
In life's fierce raging battle;
Who will not cringe to whip of power,
When truth is trampled under
Despot feet and cursed by state,
Or ecclesiastic thunder.

The world wants men of faith and prayer
With hearts filled full of pity
For bruised, helpless, hopeless souls
In country, town and city;
Who, with the kind Samaritan hand
Will pour the oil of healing,
And show by *deeds*, not words alone,
The love of Christ revealing.

Such men as these, we boast, have gone
Forth from this band of brothers,
And shown how blest a man may be
In doing good to others,
And proved how such a man may win,
Through sterling self-reliance,
In pushing on through wind and tide
Against the world's defiance.

And what the worth of cultured minds
To those whose darling spirit
Would scale the mountain heights of fame
By labor and true merit,
Who, taking broader views of life
Than ever dwells with faction,
Adopt this motto for their rule,
Charity, Sobriety, Industry, Protection.

With words of truth that leap with life
And thoughts that burn in forming.
Go forth, ye men, called "B. of L. F."
And give the world good warning.
That truth shall triumph at the end,
And knowledge bless the nations
With light and peace, from sea to sea,
And glorify the stations.

Where those shall stand who fight in faith
On truth's fair field of honor,
And will not yield the sword and shield
While truth's fierce foes are on her;
But, filled with courage, *face the foe*
And smite the host, infernal,
Till all shall flee or bite the dust,
And truth be crowned, eternal.

Wave high the banner, lift the shield,
And march with even shoulder;
Flinch not from duty to the right,
With every step be bolder.
And God, the King, who dwells on high
In heaven, where saints are bending
To watch your life, will crown your soul
With glory never-ending.

God grant, that when his trumpet shall sound
O'er all earth's plains and mountains,
We then may gather on the strand,
And drink from heavenly fountains.
God grant that all may rise to life
And hear the welcome spoken:—
"Well done, good servant, enter in
To joy and peace unbroken."

Here rests the poet from his task,
Obedient to his warning:—
And while he bids you all "Good Night,"
He greets you all "Good Morning;"—
For surely brightness hails the morn,
And lights the way of duty,
On to the hills where rapture fills
The soul with bliss and beauty.

Colonel.

IN MEMORIAM.

TO BABY M—C—.

Under the sky of cloudless blue;
Under the stars, with their gleaming hue,
Under the flowers, so fresh and fair;
They laid my baby with tender care.

The cold north wind, with its piercing breath,
Or the snow-flakes, so pure and fair,
Have not yet reached that tiny mound,
Or dampened the locks of my darling's hair.

Altho' my baby I cannot see,
I know, she is safe in heaven, with thee,
In the long, and weary nights, to come;
I shall pray "Thy will not mine be done."

S. E. R.

MR. EDITOR:—Having been present at the funeral of the child, for whom the above lines were written, and knowing their author and all the circumstances attending the sudden taking off of a lovely child, my mind carried me back to a similar event of many years ago. All that family, and the officiating clergyman, have long since passed through the portals of death to their long home, "from whence no traveler returns." The clergyman seemed as though he ought to do more to comfort that stricken family, and those sorrowing ones. In the beautiful cemetery, and on a fair autumn day, as the body of the little one was about to be committed to the grave, this good clergyman told of a country where there were shepherds, who in the mountains moved upward over rocks, as the snows disappeared, to find sweet pastures for their flocks. When the older sheep would not follow, the good shepherd carried the young lambs up over the rocks to draw the sheep after him, and said he, so Jesus carries this little one to his Father's arms to draw you after him, for hath he not said: "Suffer little children to come unto me, and forbid them not, for of such is the kingdom of heaven." As the solemn services proceeded, I would, in this last instance, have been glad to have heard this pathetic story told again to those sorrowing ones, so much needing comfort and consolation.

Eccentric.

DONALD, B. C., December 18, 1887.

Editor Magazine:

Having been a constant reader of your ever welcome *Magazine*, I thought I would drop a few lines. All the boys are doing well, and traffic is gaining heavily over this road, the Canada Pacific, which crosses the continent from the Atlantic to the Pacific, and which road passes through the grandest scenery under the sun. Many of our members have taken the throttle this year in exchange for the scoop. Among those were King, Randall, Denman, Crawford, Brand and Summerby. Simmons, Geddis, Gander, Andrews, Foster, Scott and Govett, do the hostling act. Barnfather holds the right side of the B. C. Pet. 73, on the express, while Ross tries to keep her hot. Ross says he is to have a photo taken of her and have one sent to the Colonial Exhibition, in England. Gavin runs opposite Barnfather with the 72, while Armstrong puts one in the corner and the other in the back.

Arthur Randall holds down the right hand cushion of the Shunter, 152. That's right Arthur, notch her up. Jimmy Conacher, the daisy of them all, pulls the tail of the consolidated engine, 312, while Clouston is his left hand partner. Tommy, keep the ball rolling, and you will lay by the scoop before long; and last, but surely not least, the favorite Louis B. King, watches the right side of 308, and by his left hand side can always be seen Joe Callin, throwing the blocks into her and trying hard to keep them from going through the flues. Give her another dose, Joe! Our locomotive foreman here is H. B. Gilmour. Mr. H. B. G. has charge of some twenty engines, four of which are consolidated, (Baldwin make) and two moguls (Danforth's). He is a first-class mechanic, and since he has been among the boys here he has rushed them all along, and he is ever ready to do the boys a turn. Our genial superintendent, Mr. Marpole, has always done a great many good turns for the boys and we all wish him success. With best wishes to our favorite *Magazine*.

Truly yours,

Lap and Lead.

HARBOR, OHIO, December 18, 1887.

Editor Locomotive Firemen's Magazine:

As we have waited patiently for a few lines from Western Reserve Lodge, No. 248, and failed to see them, I take pleasure in saying that we are prospering as well as can be expected considering our circumstances. Financially we are weak, probably about one solid guage would be all we could show at present. We have put on the other injector and hope, by cutting her back one notch, she will fill up again and be ready to stand another fire and when we shut off again we will be sure of more solid water. Applications have been coming in, and the good luck of Bros. E. S. Tombs and F. N. Truesdale, who have been promoted to the right-hand side, will probably help us. Good luck, boys!

Bro. Keyser holds meetings of his own, he meets just when he sees proper, which occurs quite often, but from all appearances his meetings will come to an end soon and he will meet never to part again "until God in His infinite mercy calls them home"—wish you success, Willie. Bro. Boliver is the good slugger who fires the pretty little engine 94 and takes great comfort while at Harbor. Bro. Singledecker rides with Mr. Kelly. Bro. Sunday is our assistant collector and performs his duty like county collector. Bro. Siering whips thirty loads along and takes great comfort on engine 353. Bro. Hill, don't make another jump for awhile until our treasury is good for two guages. Bro. Weisel is a very good talker and speaks his piece well—that is right let us know what you have to say. Bro. Markham, our Master, is a No. 1 fellow and is worthy of our respect.

This little epistle will probably be of very little importance to many, but I for one would be very much pleased to see a little more writing from No. 248.

Hanging Lamp.

For Firemen's Magazine.

A REPLY

To Mrs. Nellie Bloom's Lines "To My Husband," in November Magazine.

My Dear Madam, your lines to your husband inspired

This response from my dutiful pen.
All my life I most earnestly prayed and desired
That all women should worship their men.
So your eloquent muse found her way to my heart.

Where she nestles in genial delight;
You have nobly complied with my wish, and I start
To indite you these stanzas to-night.

Will he think of you after your'e dead? Much I fear

That he's like all the rest of his sex,
And may weep on your casket a crocodile tear,
Or conceal his glad eyes with his specs.
Lady friends may bring flowers to place on your tomb.

'Tis a master card, played with renown;
And your darling might whisper his thanks in the room
While they're screwing your casket lid down.

He may snicker and sigh, he may sob and may weep,

And his sorrow be truly sincere;
He may pray for you nights, when he should be asleep,

And may groan in despair for his dear;
But experience tells me, from lads whom I've known

To have buried most excellent wives,
That when once the departed lies under the stone,
In their mansion another arrives.

I don't intimate that all men are the same,
And, no doubt, you've an excellent one;
But my honest advice is, don't give him the game,

Play the cards for your life—and hang on.
For we men never tasted a pair of sweet lips.
But we find there are others as sweet;

And your love might soon start out on wife hunting trips.
With his grief overpowered by conceit.

Shandy Maguire.

YORKVILLE FORKS, INDIANNA,
December 4, 188 seven. }

Mr. Editor :

I am a ole injinere; bin runnin a injine most 40 years an i no wots wot. I don't belong to no society or no brotherhood, and I don't want to auther. A good many yeres ago i was goan to jine the freemasons cosety but a feller he tole i'd hav to set on a hot gridiron and that wud make me soar so i cood not sett down on my injine even wen i was slepy. an a nuther tole me wen the freemasons biled a Hall they allus killed a man and mixed his blud in the mortar to desecrate it, so i wood jine no sich band of murderers, no how. I don't see no good in jinen the injineres cosety cos it aint no use to me no how. I've been workin on this rale rode all my life and dont want to work on no other rale rode. I dont drink no rum or smoke or chaw tobakker only wen sum one tretes me. I dont get much trespas cos enjiners is mene and dont tret me much. If i jined the enjineres cosety mebbe i'd hav to jine thare insurauce an every month have pay out 3 or fore dols fur the family of some other injineer wot got killed or dide before

his time cum just to make me pay out my munny for nuthin.

I aint no mene man nuther. I by my wife kalliker frocks and gud strong shoes, and i allus lows my children to wear shoes on Sundays in warm weather wen tha go to church on Sundays. I dont think a enjineres wife has no bizness to have silk froes, or ear rings or a watch and sich trumpetry. Es i sed before, i aint no mene man. wen one of them fellers as bys there winmin folks silk froes and sich things in there housen gits short of munny on count of their children gettin sick or dying, en comes to me to borry sum munny, if they gives me their watch to hold, or a order on the kumpany for there wages, en a bill uv sail on their planny i allus lets them hove as mutch munny as I kin make em bleve i can berry frum won uf my frens if tha is willin to pay me bout 10 cents on a dollar till pa day to pa me fur my trubble. But i was not goin to tork about these things wen i begun to rite. I was goin to tork about the firemans and enjineres noosepapers. tha tork tu mutch bout new fangled things wot i never heard ov in my life, and dont want to, nuther. bimby, if tha keep on in that a way, these firemens and green injineres will be a tryin tu larn us ole men wot was a runnin injines wen tha was suckin shugar tits en a warin uv pettycootes, en i wont low that, nuther, no how, ef i can help it. I aint got so mutch falt tu fine with the injineres noosepaper, cos its mos full of funny stories en letters from winmin, en cards uv thanks, and i likes to rede sich rtiin, en i think peeple ort to be bliged wen tha gits sumthin giv to em, and tha ort to as so. en sides, i dont offen git to rede the injineres noosepaper, cos i kant offen borry um. the injineres on this rode is rele mene, cos tha wont offen lend me thare noosepaper to rede. tha want me to spend a hole dollar a yere tu git it, en i wont waste my money that way. A dollar will by my wife a pare uv shoos era kalliker frock, er i kin git 10 cents a month fur it wen i help sum pore felleres is in trubble, if he gives me good securty fur it, en i think thats the best wa tu do with ure munny. I kin git to rede the firemens noosepaper every month. my fireman gits it fur nuthin, en es sune es it comes out he gits it en brings it on the engine, en wen we ar side track waitin for a train to cum hes all the time a redin uv it. then hes gittin tu fresh askin me question bout lap in lede, vacuum, hammer blows, atmosferic pressure—wotever that is—and pullin wheels with ropes, back presser en kompression, just es if ide tell him if i node. he keps his noosepaper in his boks on the injine, en i got a key maid to fit his lock en wen he aint round i git his noosepaper en rede it. he doant no bout my key, but hele fine it out wen he reds this letter, cos if you doant print it ile git mad en tel all my frens not to rede your noosepaper, cos it aint no good no how. es i sed before i rede my firemens noosepaper wen i ken sneak it. I dont bleve its mene tu sneke, do you? en i tel you i dont like tu see the pore trash you print in your noosepaper. I doant see wy you doant du like

the injineres noosepaper en print more funny stories bout injineres gittin killed on their injines, an git more wimin tu write tu you, en print more cards uv thanks. I like tu rede them en I think it was rele mene in you to print in your noosepaper that you did not like to print sutch long ones. then wy doant you print some nice stories like the story papers en then you wood not have rume fursich trash as Vulcan en amboy division, ide like tu no how a division can rite a letter, en E J Rauch, en vacuum, en ole lockwood, en a hole lot uv uther fellers wot is only spilen the firemen en green horn injineres a makeln bf em bleve tha ort to study books en fine out about thare bizness a hole lot uv stuff that only make them put on airs tu us ole injineres. now lme a frend uv yours, en you ort to take my advice en dues I tell you tu do bout your noosepapers, cosif you doant ile git mad en wont rede it enny more, specially if my fireman fines out I got a key to his boks, hecl be just mene enuff to put a nuther lok on it. I wont rite no more this time so I kin see if you print my letter en mine wot I tell you. if you doant ile rite you a rele sassy letter to you. now you just mine es I tole you before, lme an ole injinere en ort to be spected. if you doant mak me mad I am ure frend,

St Solon,

Yorkville forks, Indiana.

HORNELLVILLE, N. Y., December 23, 1887.

Editor Firemen's Magazine:

Several of our members have been promoted lately and among them our efficient Master, C. S. Graham, our Secretary, W. N. Kiley, our Chaplain, Bro. Barnard and our *Magazine* Agent, Bro. Hendee. All of them are giving excellent satisfaction and will make a creditable record. Bros. Barnard and O. F. Allen recently had a narrow escape, but fortune favored them and they are still with us. Bro. Barnard went through an open switch and his engine turned over, while Bro. Allen found a train on the main track without any flag out which resulted disastrously to the train. It was a close call, Oscar! My wife is a very ardent admirer of the *Magazine*; in fact, I believe she thinks more of the *Magazine* than she does of me—anyway you would think so to hear her talk about it. We are all glad to see the *Magazine* keeping so steadily to the front and wishing the Order continued prosperity, I remain,

Fraternally,

Stoker.

MILWAUKEE, WIS., December 11, 1887.

MR. EDITOR:—I take pleasure in contributing a few lines in behalf of Guiding Star Lodge, No. 130. We held our ball on the 23d of last month and it was a brilliant success. All had a good time and gave the members great praise for the excellent management of the affair.

Following is a list of members who have lately been promoted: James Dugan, Wm. Dempsey, James Camper, John Humble, and your humble servant has been dispatching since June last.

Bro. Tom Dwyer is happy as a clam since that

ten-pound boy arrived, and Bro. Jim Dwyer is down there nearly every day taking notes. We expect Jim to "step off" in the near future. Eddie Summers is pulling the throttle of the 677 on the Chicago division, and is considered a fine runner. Phil. Donahue is firing passenger on the main line, and knows how to keep her hot. Tom Clary is running the 477 and doing good service. Con. McAuliffe is also on the right side, and turns a very clever wheel. Tom Callahan is always ready for action. Bro. George Grant is cutting fog at night, and so are Bros. Taylor and Bowen and several others.

J. E. R.

ANTIGO, December 14, 1887.

Mr. Editor:

On the 6th inst. our esteemed and much respected brother, John Wolfe, met with a sad accident and it is feared he will lose the sight of one eye entirely, caused by the bursting of a lubricator glass, but our members are doing all they can for him. Bros. Hayes, Krinke, Ryan, Conway, Hughitt, Schraeder, Watson, Robinson have been promoted to the right hand side and seem to do well. Our Lodge gave its first grand ball on Thanksgiving Eve, which was a success and well attended, and our M. M., J. Hickey, did all in his power to get the boys there, for which they are truly grateful. Bro. Tom Hayes has worn a far-away, lonesome look of late—you must cheer up, Tom, there's always a silver lining to the darkest cloud. We cannot help noticing the buoyant spirits and light-heartedness of Bro. John Conway since he came on the middle division, probably the effect of some angel's smiles—is that so, John? I am sorry to report that death visited the home of our esteemed brother, Tom Kelly, and robbed him of a bright little boy. He has the heartfelt sympathy and condolence of the brothers of 266. Bro. Geo. O'Connell, as floor manager of the ball given by 266, was a whole host in himself, and to his untiring energy not a little of the success and pleasure of the evening's entertainment was due.

G. T. W.

SAN ANTONIO, TEX., December 31, 1887.

Mr. Editor:

We flatter ourselves the *Magazine* would enjoy occasionally hearing what changes are being made in this portion of our moral vineyard. Bro. Frank Brice has been promoted to road duty. No use to ask why there is such a smile upon Bro. John Pereira's face—by intuition we understand he stood his examination all O. K., and, as the boys term it, is a "full-fledged engineer." Many thanks are due our worthy foreman, Henry Young, for his disinterested friendship to our young engineers. May he never have reason to regret such confidence. We extend our congratulations, and advise Bro. John Pereira to inscribe upon his banner "Excelsior." Bro. Haden still holds down our switch engine. Dame rumor whispers something regarding orange blossoms in the near future.

Davy Crockett.

MARSHALLTOWN, IA., January 5, 1888.

To Locomotive Firemen's Magazine:

As I have not seen anything in our *Magazine* from 125 for a number of months, would like to let the sister Lodges know we are still alive and in as prosperous a condition, if not more so, than we have been for some time. The boys are almost worked to death, bucking snow to keep the road clear, and just as they get it open and think they can take a breathing spell, the blue sky clouds over and down comes a big northwester that would take your hair off your head if it was not tied down, and the road is full again. Such is life.

We had two serious accidents the latter part of December. While Bro. J. V. Long was blocking his engine on the turn table at Montezuma, a truss rod of the turn table broke and fell, knocking his hat off, and striking his ankle, dislocating it and breaking one of the bones above the ankle. It was a miracle he was not killed outright, as the rod was twenty feet long and one and a half inches in diameter. The second accident occurred on the 30th, when our genial and good natured W. H. Rose was badly scalded on the face and hands by a bursting flue. It also struck the brakeman, Al Shotwell, a conductor for many years on the C. I. Ry., fortunately not injuring him so badly. At last accounts both were resting comfortably, with fair prospects of recovery. No. 125 had its annual ball Thanksgiving night. It was a grand success, and one of the most enjoyable parties of the season. Quite a number of the boys have been placed on the right side, and are doing well. It is hard to tell Bro. Anderson from an old passenger engineer. Handling the scoop for so many years, he is up to snuff with the best of them, you bet! I will stop for this time, not wishing to crowd out any more fluent brothers by my

First Attempt.

FORT SCOTT, KAN., January 2, 1888.

Editor Locomotive Firemen's Magazine:

With your permission I will write a few notes to the *Magazine* in regard to the pleasures and prosperity of H. C. Lord Lodge, No. 153. We are not as strong in numbers as we were, owing to the organization of Lodge No. 360 at Eldorado, Kansas, which deprived us of about one-third of our members. Our officers are all good men, and greatly interested in the work of the Order, but would like to see a better attendance at our regular meetings. It may interest the readers of the *Magazine* to know that our Lodge gave its fourth annual ball on the evening of December 26th, the success of which will be seen by the following notice taken from the *Daily Tribune*: "H. C. Lord Lodge No. 153 gave their fourth annual ball last night at Union Hall under the management of J. P. O'Brien, G. K. Bates, D. C. Cooper, and Will Fortune, was a complete success both socially and financially. These entertainments given by the above Lodge are quite an event in our social world and are anxiously looked forward to by many of our young people. Too much praise cannot be given to the above named

gentlemen and the various committees for their success and enjoyable entertainment of their friends on last evening." Business has been so pushing of late that the boys have been almost incessantly on duty, still some find time to get married and others step from the left side of the foot-board to the right, laying aside the scoop for the throttie. They all have our best wishes for success.

T. A. L. Loupot.

(GALVESTON, TEX., December 10, 1887.

Mr. Editor:

Bro. Hannahan has been among us once again and I assure you it does the boys good to see him. We all like to listen to his words of advice and instruction. I say all of us, but that is not much so far as numbers go, though I think you can count on the few that are left of 115 as among the tried and true. Bro. Hannahan certainly is an energetic and efficient Grand Officer, fully wrapped up in the cause of the Brotherhood and nothing seems to afford him greater pleasure than discussing its merits and welfare. I find if a Lodge wishes to stand well in his estimation that its members must work and live fully up to the laws and rules laid down for their information and guidance. When at the close of his address to us in the Lodge room, he spoke of the probability of his never seeing us again, a look of regret was noticeable on every countenance, and since his departure the boys have spoken of it, hoping that such would not prove to be a fact in this case. With best wishes for the prosperity of the Order, I remain

Fraternally yours,

H. L. Briggs.

Our Poet Laureate.

Mr. Editor:

If Queen Victoria, ruler of a nation, "whose morning-drum beat, following the sun, and keeping company with the hours, circles the earth with one continuous and unbroken strain of martial airs," and on "whose dominions the sun never sets," needs a Poet Laureate, why not the two organizations of B. of L. F. and B. of L. E.? No one will question, were it put to a vote, that Bro. P. Fennel (Shandy Maguire) could fill the bill, and be unanimously elected "Poet Laureate" to the Brotherhood of Locomotive Engineers and Firemen, and on trial he might be made "Grand Chief Poet Laureate" B. of L. F. and B. of L. E. All hail, Shandy!

Eccentric.

SAVANNAH, GA., December 19, 1887.

Mr. Editor:

Please allow me to say to the readers of our *Magazine*, that Georgia Lodge No. 245 is increasing in membership, and that the largest portion of our members are struggling to gain all of the worthy firemen on the old Central of Georgia. Bro. Hutton is often heard speaking for the rights of his Order, and our noble Brotherhood; may we always prosper, and may the Omnipotent Providence guide us, and may our steps be firm and never stumble.

J. R. S.

For the Magazine.

THE FIREMAN.

Who is it, when duty calls,
Mounts his steed, dons overalls,
Gets supplies from out the store
And wipes the jacket nicely o'er—
The fireman.

Who, with large and brawny hand,
Fills the dome to top with sand,
Breaks the coal, keeps up the steam,
And scours the brass so bright and clean—
The fireman.

Who underneath scrapes out ash-pan,
Cleans cab windows, fills the oil can,
Takes the water when we stop,
Wipes and fills the tallow-pot—
The fireman.

Who, when speeding o'er the rail,
Eats his lunch from dinner pail,
Trims the lamps, the bell doth ring
When stations we are coming in—
The fireman.

Who gets a welcome at the door
When he goes home, his day's work o'er,
Takes off his coat, hangs up his hat—
With honest toil his face is black—
The fireman.

Who is it wishes he could see
Each one a leaf on Virtue's tree;
Noble, honest, true and good,
An honor to the Brotherhood—
The fireman.

Who wishes happy, good new year
To brakeman, Con. and engineer,
Also the order B. L. E.,
Forever may they honored be—
The fireman.

P. T. Tibbs.

SALT LAKE CITY, UTAH.

WORCESTER, MASS., December 10, 1887.

Mr. Editor :

The concert and ball of Bay State Lodge, No. 73, B. of L. F., was something to be heard and seen, not talked or written about. It was, without exception, the grandest society event in all the long record of entertainments given in the Horticultural Hall. Entering the hall, a scene of dazzling magnificence burst on the astonished beholder. The two head-lights that cast their rays on the glistening floor deserve a word in passing. They resembled two locomotives as vividly as if one were looking at the iron horses as they come rolling into the station. On either side of the head-lights could be seen the American flags, from all parts of the room. At the foot-lights of the stage was a unique frame made of shovels, surmounted by red, white and blue flags, from which hung a locomotive bell, which was sounded by Bro. Crawford, and meant that all was ready. The front of the stage was ornamented by red, white and blue lights, the walls being decorated with red, white, blue and green flags. The four brilliant lights of red, white, blue and green, flashing from the two chandeliers, brought the gorgeous decorations into bold relief. The concert began at 8 o'clock, and there were frequent encores during the programme. After the concert, 150 couples promenaded in the grand march, being led by Bro. James H. Crawford and wife, while Bro.

James W. Meade and wife, of Springfield, Mass., followed. The march was known as the double rosette, and was very pretty. From that time, until early in the morning, dancing was kept up through twenty-eight numbers, with the exception of the intermission, during which F. E. Marshall furnished supper in the upper hall. The floor was under the direction of Bro. James H. Crawford, who was assisted by Bro. James W. Meade and a corps of aides, consisting of Bros. Sparks, Sykes, Conway, Dodge and Harvey. The reception committee consisted of Bros. Geo. F. Newton, Mason and Johnson. The committee of arrangements were as follows: Bros. Geo. T. Craft, Jas. Crawford, C. L. Dodge and C. O. Sykes, with Bro. Geo. F. Newton as chairman. Our sincere thanks are due Bro. G. F. Newton for the active part he took in our ball. We can safely say he will long be remembered and cherished by us as a most valuable brother; also, Bro. Conway, for his large sale of tickets.

The costumes of the ladies were the richest and most elegant ever seen at a public ball in this hall, and the gentlemen showed a correct modern taste, the double-breasted frock, which has the White House endorsement, prevailing. There were more than a dozen ladies who were candidates for "Belle of the Ball," but as the reporter is doubtful about the canvass, he prefers leaving this question of superlative loveliness to the other admirers, particularly as the ball was large enough to have a whole chime of bells.

The boys never forgot the date.

Driving Brake.

BLUE BONNET, December 18, 1887.

Editor Locomotive Firemen's Magazine :

Being a member of Saint Adolphus Lodge, No. 335, and a constant reader of the *Magazine*, I am disposed to complain because I so seldom see anything in the *Magazine* concerning our Lodge. In asking myself who is to blame for this neglect, and remembering that what is everybody's business is nobody's business, I concluded not to inquire further but to say a few words myself and let all who care to know that the boys of No. 335 are doing their best to maintain the good name of our Order. We have a splendid hall in which to hold our meetings, but the boys can't attend very regularly as Sundays are like all other days with us and only those who have steady runs can attend the meetings. Several of the firemen on our division have taken a partner to themselves, of whom our worthy Master is one. He has been united to one of Montreal's fair ladies, and the brothers wish them God speed and in due time we will expect the cigars.

A Member.

SEYMOUR, IND., December 13, 1887.

Editor Locomotive Firemen's Magazine :

Having a week off and a little leisure time, I will inform our readers of the changes that have taken place on the O. & M. There are quite a number of changes being made and among the best Bro. Walters of 361, Bro. Moses of 361, Bro. Gabriel of 269 and Bro. Jno. Ormsby of 103 have

been promoted to the right side and there are more to follow. All of these brothers deserve promotion and have the good will of all the boys. I see the ladies are taking great interest in our *Magazine* and in fact are taking an interest in some of the boys. (Nothing like the girls.) Well I will say that No. 361 is prospering and I think we have a very nice Lodge. Our worthy Collector Bro. Schemmerhorn has a regular run on the west division and does not get to see us every meeting, but he gets there just the same. Our worthy Master has been promoted to the left side of a big passenger engine, and he is prouder than a stuffed turkey. The *Magazine* is getting very interesting and I think the Mechanical Department is excellent. Will give you some questions to answer by and by for the information of myself and others. The ladies' department is just grand, they write such nice and encouraging letters, in fact the letter written by the Engineer's wife from Boston, Mass. and the poetry from Fireman's wife, of Ludlow, Ky., are superb. The ladies are certainly doing their best to help the boys along. Give the ladies praise for what they do as they deserve it. Hoping they will prosper in their work and the Brotherhood may prosper forever I remain

Yours fraternally,

O. & M.

TOPEKA, KAN., December 7, 1887.

Editor Magazine:

As I have not been able to discover anything in the *Magazine* from No. 205 for some time, I will let our sister Lodges know that we are still alive and in full bloom. No. 205 received a waking up in June by our Grand Master and Secretary, and she has not had a relapse since. Our second annual ball, on the 17th, was a grand success, about 50 couples being present. Bros. Verlin and Seelinger have taken unto themselves a partner for life. Poor "Irish" had to spend the first four days of his honeymoon on the Cottonwood. There have been several promotions lately, Bros. Johnson, Beeler, Davis, Wilson and some others that I can't just call to mind. With best wishes to all sister Lodges,

Yours fraternally,

McGinnis.

OTTAWA, ONT., December 6, 1887.

Mr. Editor:

Your readers may be interested in knowing that F. G. Lawrence Lodge, No. 172 is in a flourishing condition. Bro. Turner is Master, and fills his position with much ability. Bro. Stewart is our Collector, and rarely fails to get in full returns. Bro. Maynes had his arm injured some time ago, but we are happy to see him around again. Bro. O'Connell has been presented with a fine boy, and is perfectly happy. Bros. Hawley and Beecham are on the right side and doing well. Bros. Carr and Prevost are making the shunters fly around the yard. Bro. Chapman is dealing in oysters in the State, so I hear. Is that true, Chap? We have received our new regalia, and they are very beautiful, and our boys are very proud of them.

Smoke Stack.

PEORIA, ILL., January 5, 1888.

Mr. Editor:

Each month the various Lodges send in their list of promoted members and it may not be amiss to report that No. 48 is not behind the times. The latest promotions are Bros. Eugene West and Frank Dasher, who are doing well. Al Forbes is catching the extras on the P. & P. U. with his lordship, Jack Watt, doing extra service on the T. P. & W. We have Applegreen and big-hearted Geo. Watt—oh yes, and Theo. Bush, who can say "my wife" as natural as you please. Joe Johnson has also taken unto himself a rib and is correspondingly happy. Wishing for all Brotherhood men a prosperous year, I remain

Yours fraternally,

Mac.

NEW LONDON, December 12, 1887.

Mr. Editor:

On the 9th inst., a party of our people went to the entertainment and ball of Bay State Lodge No. 73, Brotherhood of Locomotive Firemen, at Horticultural Hall, Worcester, Mass. Upon our arrival we were received by the officers in charge and entertained through the entire evening. We will ever cherish the pleasantest and most kindly remembrance of Geo. F. Newton, James Callihan and Crawford, in particular, and of the brave and gallant Brotherhood men in general. Long may they live, many times may they repeat their entertainment, and may we be there every time.

John R. Mahoney,

Conductor New London Northern R. R.

CHRISTMAS MEMORIES.

'Tis Christmas eve.

How many hearts are light to-night,
How many happy homes are bright;
But to me the world seems cruel, cold and drear,
There's little left in life to cheer me here.
I wonder if in all the years that are yet to be
There'll be anything but clouds and tears for me?

Alone I walk the busy street
And look into each happy face I meet,
Soul sick and sad I turn away
And upon my lonely pillow my aching head I lay:

For I love the silent, sable gloom
And solitude of my lonely room.
And while the festive feasts go on,
I think of the happy Christmas times that have come and gone.

I close my eyes, and then behold
Her still, white face, so calm, so cold,
Just as she looked to me that day
When I kissed her pale sweet lips of lifeless clay.
I am glad that I can weep and give these tears
To the memory of one who has worshipped me
for years.
And could they but know who think that I forget
That behind these smiles my poor crushed heart
lies bleeding yet.

Cy C. Warman.

[The author of the foregoing poem, Bro. Cy C. Warman, is a member of Mount Ouray Lodge No. 140, Salida, Col., who mourns the loss of a beloved wife, to whom the lines were dedicated.—ED. MAGAZINE.]

Personal.

THE smiling countenance of Bro. Casper of 251, tells the story—it is a girl.

BENJ. M. KINCAID is one of the sterling members of Chestnut Ridge Lodge No. 310.

WM. H. BUNTIN, of No. 142, is now doing service on the Milwaukee, Lake Shore & Western.

ANDREWS, of 298, again wields the gavel and is determined to place his lodge among the first on the list.

THE promotion of Bro. John Pereira, of No. 145, meets with the hearty approbation of his many friends.

BEN BUNDY was very proud when he pulled the first passenger train over the Vandalla Line the other evening.

AUGUSTUS WOLFE is one of No. 287's active members and does his part toward keeping up the standing of the Order.

OF the members of No. 210 Bros. Groat, McNeill and C. Kilne have been promoted to the right side and are doing well.

AL S. HILL wields the gavel over 372, and his past record is a guarantee of his efficiency in the position he now occupies.

THE position occupied by M. Hogan, of 148, is filled with credit to himself and the Lodge. All the boys have faith in him.

FRANK IGO, of Altoona Lodge No. 287, is one of our whole-souled members and has the good will of all who know him.

THE officers who have charge of No. 156 are a credit to their lodge. They are all wide-awake and ambitious of success.

ED McGRUFF has become quite an extensive business manager, and now poses as one of the merchants of Evansville. Success to you, Ed.

JOSEPH E. ROBERTS is one of the active, painstaking members of No. 130 who is ever ready to lend a helping hand to advance the interests of his lodge.

HARRY COCHRANE is on the right hand side of an engine running out of Fort Worth, and making good time. Harry is still an honored member of No. 83.

W. H. JOHNSTON, of No. 10, has been elected Master of 377, recently organized at Conneaut, and we have no doubt but that the Lodge will thrive under his supervision.

CHARLES O'NEIL, of 261, is now at Dennison, Texas, but expects soon to go back to San Marciel. His heart is there and the boys will be glad to welcome him back again.

IF Bros. Milligan and Jones, of 156, can be induced to pay us a visit we will endeavor to reciprocate the courteous treatment they bestowed upon our Vice Grand Master.

HENRY GRIMM, Master of Hudson River Lodge No. 349, is a man of good judgment, and if the brothers of 349 will follow his advice the Lodge will be one of our shining lights.

W. F. OLEWINE, of Altoona Lodge No. 287, has been added to the list of promotions and is now running engine 30, Beech Creek R. R., and we hope he may ever be successful.

CHARLES J. ALLEN, one of the most popular members of 240, was married December 22d to Miss Minnie Minkler, one of Jackson's most estimable young ladies. Bro. and Mrs. Allen will reside in Jackson. The happy couple have the best wishes of their many friends.

BEN BUNDY and Sam Haley, of No. 16, are running extra on the Vandalla and the indications are that they will soon occupy the right-hand side of regular engines on the main line.

IF the office of Secretary had anything to do with Bro. R. J. Bible's getting married, it is suggested that he resign at once and give the Master and several others a chance to follow suit.

LODGE 356, of Albany, is called a "Lalah," by the members; the definition of this term has not yet been given, but we suppose it means well attended meetings and prompt paying members.

PRIDE OF THE WEST LODGE, No. 6, is well named. The boys only require a few moments notice of a meeting, and when the roll is called every member who is in town responds to his name.

IT is said that Bro. T. G. Shelow is well pleased with his new passenger engine, the 103, and that on his arrival at Belsena all the handsome girls on Broadway are on the lookout for him.

TOM TRAILKILL and staff, of No. 263, are ever on duty and never fail in the prompt performance of their several duties, in consequence of which Alamo Lodge is in a flourishing condition.

J. A. SWAN, among the most prominent members of 240, who has given up railroading for the present on account of his health, now has charge of the electric light plant in Jackson, Mich.

CHAS. STANFIELD, Dave Heinselman and W. B. Wiseman were each presented by their wives with a girl baby as a Christmas present. The fathers are doing well and Lodge 199 smiles serenely.

P. WITZEL, the *Magazine* agent, of Just In Time Lodge, is rolling up a big subscription list for 1888; he intends to make a clean sweep on first prize. The brothers of 149 are giving him able assistance.

ON January 1st a careful examination of Vice Grand Master Hannahan, conducted under the immediate supervision of the G. M. and G. S. & T., disclosed the fact that there were no flies on that gentleman.

UNDER the direction of H. L. Briggs, No. 115 is doing good work. The members are all loyal in their devotion to the Order and ever ready to extend the right hand of fellowship to a visiting member.

ONE of 372's enthusiastic members writes: "Hurrah for 372! Lyons and Cross are on the main line and Mercer is on the 'goat.' No. 372 has some good men and you will likely hear of more promotions."

A VINCENNES correspondent writes: "I am pleased to announce that Bro. Albert Evans, of Falls City Lodge, No. 103, has been promoted as have also Bros. Ormsby and Gabriel. Success to the boys is the wish of all."

AT the organization of No. 376, there were present Bro. Chas. Slee, of No. 47, R. K. Bailey, F. LaCloche and A. Barker, of No. 50, W. A. Thompson, of No. 28, and C. C. Sutherland, of No. 101. When the organization was perfected a union meeting was held and short addresses were made by all who were present. No. 376 starts out with brilliant prospects.

THE fellow above all others that Tom Albright, of No. 177, wants to see is the one who walked off with his clothes. Tom only wants to know how they fit and whether the gentleman is pleased with them. A word of advice, Tom: (this in your private ear) keep your clothes on your back hereafter, one suit at a time is enough for a common fireman.

One of our best Lodges in Texas is Midland, No. 147. Our Vice Grand Master speaks of the boys in complimentary terms.

FRANK NEESLEY, of No. 240, formerly of the M. C. R. R., is now employed on the C. B. & N., headquarters at Lacrosse, Wis., and reports that he is doing first-class.

It is rumored that Bro. Tom Taylor, of Meadville, inventor of the Automatic Elevator, has appointed Bro. Sam Quackenbush, General Western Agent, for the Pacific coast. There is no doubt in our minds but that Sam will be elevated in due season.

AFTER a long silence Bro. James Saunders, of No. 10, has been heard from in the form of an urgent invitation to visit the ball of our Forest City brethren. Bro. Saunders is one of the faithful at Cleveland and never "lets up" in his zeal to push No. 10 to the front.

C. J. SINGLETON, of No. 111, has lost none of his vim and can act on a grievance now as well as when associated with the Big Four. Bro. Singleton presides over Beacon Lodge, and through his efforts she has become one of the "Beacon lights" of the Brotherhood.

DURING a recent visit east, the Grand Master, in company with Bros. Donigan and Ford, of Just In Time Lodge, called on General Manager Haines, of the New York Elevated railroad. They were most cordially received, and Mr. Haines made many favorable comments on the work of the Brotherhood.

THE many friends of Bro. Harry Cochrane, formerly a member of No. 225, but now belonging to No. 83, and running out of Big Springs, Texas, will be pained to learn that death has invaded his family and robbed him of a bright-eyed little boy aged two years and three months. We can assure Bro. Cochrane of the profound sympathy of all who know him.

THE report that our Vice Grand Master is to start a menagerie in the spring and go out on the road is untrue and probably had its origin at Ft. Worth where some of our boys secured and caged an untamed badger for the zoological department of the proposed show. John says he is having all the circus he wants taking the kinks out of some of our Lodges.

IN the month of November, the Grand Master paid a visit to No. 44, and reports her in excellent condition. Bro. T. J. Hayes wields the gavel, and Bro. Thos. Halpin guards the treasury. There were present at this meeting several members of Lodge No. 79, among them Bro. Timlin, a former member of 44, and delegate at the Philadelphia convention. The meeting was very interesting and lasted until a late hour.

GRAND MASTER SARGENT desires to express his thanks to all Brothers in the Provinces of Nova Scotia and New Brunswick, for the many kind favors shown him during his recent visit, and while he would be glad to mention each by name, if space permitted, let this expression convey to all Brothers who made his visit pleasant, the assurance of his sincere appreciation.

WE are advised that Bro. Farley, of No. 3, is now at Muskogee Territory, and that he has joined the Indians. Jack is reported as having discarded his Prince Albert, now wearing the breech-clout, feathers, moccasins, etc., and being one of the most popular Indians in the territory. Jack is now practicing on the war whoop and expects to have it down fine in time to get on Hannu's trail the next time he visits there.

MR. TACOMA LODGE is far west, and when we look up her location on the map we would believe her out of the world, but go and visit her, and we find that she has all the accomplishments that go to make up a good Lodge—as fine a body of men as it is possible to meet in any

section of the country. There is only a handful of them, but they are "all wool and a yard wide," and they are always glad of an opportunity to attend meetings. As the Northern Pacific will make Tacoma the western terminus of its extensive system, we predict that in a few years No. 192 will have a large membership.

A most encouraging letter has been received from Bro. W. H. Merne, Master of Harrisburg Lodge, No. 174. The members are reported to be thoroughly active and abreast of the times. Magnificent regalias have been purchased, the treasury is well supplied with wealth and things are booming generally. Bro. Merne is a thorough disciplinarian and well worthy the responsible position he occupies.

WHILE visiting Galveston, Bro. Coshey, of No. 170 became violently ill, which fortunately did not last long. When he had recovered sufficiently he poured a tirade of abuse upon the water, climate, influences, etc., etc. Thad may be all right in his denunciations, but we are inclined to the opinion that green cabbage and raw oysters, when properly interspersed, have more to do with such things than the climate and water.

JOHN WILLIS, of 291, has taken a wife unto himself. The happy event took place October 19th at the residence of the bride's father, Mr. Wm. Le Sem, M. M., of the Long Island R. R. and was a brilliant affair. The boys in one voice say: "Good luck to you, Johnny." Our correspondent advises us that Bros. Ed. Locke and Otto Fauble have passed through the same pleasant experience and that a number of others are developing symptoms of a very suggestive character.

J. B. MAYNARD LODGE is wide awake, and with its small membership, is keeping up with the times. Grand Master Sargent visited them in September, and was highly entertained by a drive through the beautiful city of Portland, and then taken by boat to the meeting at night. Hospitality as meted out by the members at Portland, is unmeasurable. With the new roads now building towards Oregon, that have direct communication with Portland, J. B. Maynard Lodge will soon be given a boom.

W. M. VALENTINE, of 291, has proven himself to be one of our hard workers; he acted as Treasurer of the Board of Adjustment, of Atlantic Lodge, and dispensed the moneys allowed by the Grand Lodge, for the benefit of the members that were involved in the late unpleasantness with the Brooklyn Elevated railroad, every dollar of which was strictly accounted for, and receipts of individual members returned by him to the Grand Lodge. He deserves praise at the hands of every member of our Order.

IN the month of October, the Grand Master visited Justice Lodge, located at Vanceboro, Me., and one of the best meetings of the year was held; there was a large attendance, brothers coming long distances and putting themselves to great inconvenience. After the secret session adjourned, there was a banquet at the hotel and a spread that would do credit to Delmonico, was given. After the party, (which consisted of officials, both of the town and the railways, engineers, conductors, brakemen, and last, but not least, firemen, had replenished the inner man, short addresses were made by several prominent gentlemen, and the party only broke up when the conductor called out, "all aboard for St. John." Bro. Dresser placed the G. M. in the coach, billed him for Carlton, placed a body guard over him, and thus ended the Vanceboro gathering of the tried and true.

OWING to the large amount of matter received for publication we have been compelled to omit a portion of our Lodge addresses from this number of the *Magazine*.

THE *Locomotive Engineers' Journal*, for January, is on our table, increased in size and decidedly improved in appearance. It now contains 96 pages, and is a credit, both in matter and make-up, to the Order it represents.

THE genial face of Judge J. F. Bingham, attorney for the Manhattan Elevated R. R., of New York, is familiar to many of our members; he takes an interest in the Brotherhood by sending in a subscription for the *Magazine* for 1888.

A DOUBLE assessment has been levied this month, the first "double-header" we have had for more than a year. The amount called for is \$2.00 and each member should be prompt in making payment. February 25th is the last day of payment.

DURING his recent visit west the Grand Master met Mr. T. J. Griffin, a former contributor to our *Magazine*, and a gentleman of considerable literary ability. Mr. Griffin is in the Pullman service as conductor between Tacoma and Sprague, and has our best wishes for success.

ONE of our correspondents suggests in this issue that Patrick Fennell, Esq., (Shandy Maguire) be crowned Poet Laureate of the Brotherhoods of Locomotive Firemen and Engineers. The *Magazine* heartily concurs in the suggestion and commends the subject to the members of the respective organizations for further consideration.

MR. NAT SAWYER, of the N. Y. C. R. R., and quite a veteran in the service, is always ready to give a young fireman good advice, and one of the first questions when catechizing him, is: "Are you a member of the Brotherhood?" The recommendation given the young man by Uncle Nat depends largely upon his answer to this question.

JAMES H. KIRK, the General Master Mechanic of the Chicago, Kansas & Nebraska railway, the gentleman in whose honor our Lodge at Horton, Kas., is named, ranks high among the railway master mechanics of the country. He has charge of over 1,200 miles of road and has shown by his rare mechanical skill, executive ability and strict discipline that he is fully equal to the responsibilities of his position. We are proud to note the fact that Mr. Kirk is thoroughly in sympathy with our Order and commends its worth in exalted terms. He was most cordial in his treatment of our Vice Grand Master and assured him of his readiness to assist the Order in any way he could. Mr. Kirk enjoys the highest respect of all his employees and the most harmonious relations prevail between them.

THE schedule recently adopted, on the Wabash system, seems to give general satisfaction. The Joint Board of Adjustment representing our Order in the matter, is entitled to special credit for its excellent services. There was harmony of action and unity of purpose. Each member of the board did his full duty. Receiver McNulta, of the Wabash, is spoken of by our members in terms of profound respect, for his courteous and liberal treatment of the employees of the system.

THE *Firemen's Magazine* comes to us twelve years old and handsomely enlarged; it is the official organ of the Brotherhood of Locomotive Firemen, an organization of upwards of 18,000 men; is under the editorial management of Eugene V. Debs, one of the ablest young men of America; and withal a journal of such purity and manliness that any body of men might well feel proud of it. Long may it live to carry the grand motto of the grand organization it represents: "Benevolence, Sobriety and Industry."—*The Locomotive Engineer*.

MASTER Mechanic Haggerty, of the New Brunswick Railway, at McAdam Junction, has quite an extensive menagerie, consisting of performing bears, deers, foxes, etc., and he takes delight in exhibiting them to visitors. Mr. Haggerty has done much to assist the brothers of Justice Lodge at Vanceboro, for which the members feel grateful, and from the expressions made, he must be a favorite with them. Mr. Haggerty was exceedingly courteous to the Grand Master during his visit there, and it was highly appreciated by him, especially the free circus.

COL. FRANK P. SARGENT, Grand Master of the Brotherhood of Locomotive Firemen, was agreeably surprised Thursday evening in honor of his birthday. The guests assembled at the residence of Mr. John Heintz early in the evening, but were compelled to wait until after 9 o'clock before going to Mr. Sargent's home as he was at Lodge meeting. On arriving at his house they marched in to the accompaniment of various musical instruments and overwhelmed him. He was presented with an elegant gold-headed cane, Mr. Eugene Debs making the presentation speech. The guests then devoted themselves to having a good time until a late hour. Mr. Sargent's birthday proper occurred on the 18th of November and elaborate preparations had been made to celebrate the event at that time. The Ringgold band had been engaged to furnish music. But the scheme was spoiled by Mr. Sargent being suddenly called to Omaha on B. of L. F. business.—*Terre Haute Express*.

Meeting at Truro.

In October last Grand Master Sargent visited Sunbeam Lodge No. 171, at Truro, Nova Scotia, and was given a royal welcome, as will be seen by the following report from the Truro *Guardian*, which would have been reproduced sooner but for lack of space:

Tuesday last was a red letter day among the locomotive firemen on this end of the I. C. R. There was a flutter of excitement among them from early morn till late at night. This was caused by the visit of their Grand Master, who has been making a provincial tour amid the Lodges. He arrived in town per the night express, Tuesday morning from Moncton. At 5 o'clock P. M. a special session of Sunbeam Lodge convened in Caledonia Hall, which was tastefully decorated for the occasion. There were two large cards bearing the words, "Welcome, Brother Sargent." Several visiting brothers were present from Rivier du Loup, Campbellton and Moncton. At 8 o'clock the Lodge adjourned. The brothers, then in company with a number of invited guests, proceeded to Winan's hotel, where a bountiful repast was in waiting at 9 o'clock. The chairman of the committee, Mr. T. Hennessey, accompanied by Grand Master Sargent, led the way to the dining room. The head of the table was occupied by Chief Train Despatcher Wm. Rennels, on his right sat the Grand Master, his left was occupied by E. S. Allen, Mechanical Superintendent at Truro. Mr. Hennessey in a few brief remarks introduced Mr. Sargent to the company, and stated the object of his visit. The guests were then invited to eat and drink to his honor and prosperity, which of course everybody did. Time and space will not allow us to give a vivid description of the menu. Suffice it to say it did credit to Mr. Winan's, whose reputation as a caterer on such occasions is too well known to need any puff from us. After ample justice had been done to the good things present, speeches were called for. This part of the programme was open by drinking in nature's beverage the toast "Our Queen, God bless her," then the Grand Master delivered a short and pointed address fully explaining the principles of the Order. He said he was not a good speaker, but one thing he had discovered since viewing the good things on the table, and that was he had a good appetite. He expressed his gratitude for the kind way in which he had been received by the brothers of Truro. Nothing but kindness had been shown him by everybody with whom he came in contact and he believed this was due to the high esteem in which the firemen are held by the general public. He was pleased with the good fellowship existing between the firemen and drivers. He said the Brotherhood was not an institution into which men could go for the purpose of cloaking their wrong doings. Its object was not to teach rebellion, but obedience; he hoped all present who were members were true ones. He said much had been done by the Brotherhood; but there was much more to do. A few years ago the Brotherhood was almost unknown; now it numbers 18,000 members. The Brotherhood does not profess to be perfect; there are black sheep in the flock. A fireman is as honorable as any in the land if he is only true, upright and just. Some look down upon them because their clothes are dirty and oily. But never mind; go on, do right, serve your employers well, be the best fireman on the road, and success is yours. Why some firemen do not succeed is on account of unfaithfulness. The Grand Master then spoke a word or two to engineers. He advised engineers to encourage their firemen. "Some day," he said, "you will be called home to the Grand Lodge on high; try and have good men to take your places." He was very pleased to see the officials present. It betokened a spirit of unity. He closed by urging all members to follow the teachings of the Order and therefore be true

men. Mr. Sargent being an American citizen, the health of President Cleveland was drank. Wm. Rennels said he was pleased with what he had heard about the Brotherhood. He spoke of the good fellowship existing between the drivers and himself, and hoped that the same good fellowship would exist when the firemen became drivers. Mr. Rennels' remarks were highly appreciated by the men. Mr. E. S. Allen said he was a co-worker with Mr. Rennels, he had been railroading for twenty-seven years, and recognized a great benefit in the Brotherhood. He believed the men were trying to do right, and said it was not age that brought promotion, but good conduct and perseverance. He thought the men on this end of the line were as good as could be found in the country. A vote of thanks was tendered Mr. Rennels and Mr. Allen for allowing as many as possible to be present. The following toasts were drank in pure cold water: "Our Engineers," "Those who are on the road to-night," "Our Host," replied to by Mr. Winan. "Success to our Chief Train Despatcher and Locomotive Superintendent," "Success to our International Grand Lodge which meets next Wednesday." The following delivered short addresses: H. McAuley, Geo. Feetham, Mr. Reaumeau, Rivier du Loup, R. Douglass, Mr. Hunter, Moncton; J. F. Faulkner, J. P. McDonald, C. W. Lunn, J. Wall, J. McDowall, F. Geddes, M. White, F. White, P. Peterson, J. Edwards, C. Edwards, Truro; T. Fitzgerald, Westville; D. Duncan, L. King, R. Lightbody, T. Hennessey and A. C. Mills, editor of the *Guardian*. The meeting closed with prayer by J. P. McDonald, and the whole audience joined in singing "God Save the Queen." This ended one of the most profitable meetings ever held in Truro. Mr. Sargent's physical appearance is good, his manner is pleasing, and he is a free and easy talker. The visiting brethren were W. H. Reaumeau, Rivier du Loup, W. C. Hunter, Moncton; W. F. Yorston, Campbellton. There were about forty present. The firemen have every reason to be proud of the affair. We guarantee to say a finer lot of men never graced a festive board.

Jack's Christmas.

J. M. Dodge, at one time Vice Grand Master of our Order and now County Clerk of San Diego county, is still a member of San Diego Lodge No. 90, and as devoted as ever to the interests of our Order. Jack is widely known and universally beloved throughout the Brotherhood, and his hosts of friends will read with delight of the magnificent gift he received on Christmas last. From the San Diego *Bea*, under the above caption, we clip the following:

Last night our County Clerk, Jack Dodge, who all know devotes his time after office hours to the management of the City Guard Band, of this city, a very pleasant recreation for one confined to his office all day, was the recipient of a very handsome evidence of appreciation of his services as manager of that institution, in the shape of a beautiful diamond ring. The event was a complete surprise to him. The members of the band assembled at their band room, and the meeting was called to order by President Thomas O'Brien, who in a few brief remarks stated that the leader was desirous of making a statement to the band, and requested the attention of the members. Mr. Dodge hunted up his minute book (he being also secretary of the organization) and prepared himself for business. Professor Charles E. York thereupon referred to the successful manner in which the band was being managed by "Jack" and in a neat little address presented the manager with the ring. Jack was surprised and to say pleased would fall way short of the state of his feelings. He managed, however, to wrestle through with thanks for the elegant gift.

Shocking Accident.

Referring to the death and burial of Bro. Frank H. Gordon, of Scioto Lodge, No. 202, the Vienna (O.) *Record* makes the following report:

Frank H. Gordon, of this place, was killed on Wednesday evening, between 6 and 7 o'clock, near Canaanville, a few miles east of Athens. He was employed as fireman on passenger engine 61, C. W. & B. R. R., and was on the run from Parkersburg to Chillicothe, on No. 47, the "cannon-ball" express, at the time of the accident. At the time mentioned the engineer, Fred Rumpf, noticed that Frank was not on the engine or tender, and stopping the train a search was made, which, being unsuccessful, the train was slowly run backward for about two miles, when the body of the unfortunate young man was found lying by the side of the track. His neck was broken, there was a deep gash in the back of his head, and his arm was bruised. He had fallen from the engine, but in what way will never be known. The remains were taken to Chillicothe, prepared for burial, and arrived at this place Thursday morning, in charge of members of the Brotherhood of Locomotive Firemen, Frank having been a member of that Order, and were taken to the home of his parents, Mr. and Mrs. J. M. H. Gordon, which was indeed a house of mourning.

The services at the grave were those of the Brotherhood of Locomotive Firemen, and were gone through with in a manner convincing and earnest, betraying that in addition to the fraternal feeling, brought on by connection with the Order, the excitement and risk equally shared added a cord fully as strong. Those present, as representing the Brotherhood, were S. Barker, Chas. Sanders, John Mullen, John Dulton, Frank Willis, Ed Brant, Ed Brown, Al Hyson, M. Gahagan, Conductors Charles Cox and Charles Henry, Engineer Fred Rumpf, Jasper Hussey, and many other railroad men were also in attendance. Mr. and Mrs. J. P. Moorehead, Mrs. Will E. Moorehead, Mrs. Mary Duchemin and sons, Joseph and Clinton, James and Ned McClintock, all of Cincinnati; Mrs. Wm. R. Duchemin and daughter, Bessie, of Aurora, Ind., (who had come in anticipation of a pleasant visit); Miss Cora Meno, of Chillicothe; and Mr. Bassett Copen, and sister, Miss Minnie Copen, of Parkersburg, attended the funeral. Miss Copen was soon to be united in marriage to Frank, and her journey, therefore, was a remarkably sad one.

He Won Her from His Train.

Miss Rocella Chase, daughter of William J. Chase, of Bridgehampton, L. I., disappeared a few days ago, and is said to have eloped with Frank Ryder, a fireman on the engine which draws the freight train between Sag Harbor and Long Island City.

Ryder has been acquainted with Miss Chase for some time, and has carried on a quiet flirtation with her as his engine passed on its daily trips. Like the pretty Nell that Bob Burdette tells of, it is said she too could read better than all others the music of the engine bell as it sung, "Roscoe," "Rosele," "Rosele," with an accent on the "cle," as the engine sped by her door.

The friendship of the couple had been noticed by the parents, and met with their stern opposition. The stronger the opposition from parental quarters, however, the more fervent and determined were the young lovers and the merrier rang the engine bell.

Chance meetings became more frequent. Finally, it is said, an engagement ring, in an envelope and tied to a chunk of coal for a weight, was dropped at the young lady's door as the train sped by. She accepted the token and quietly made her arrangements for leaving home.

Last Monday she informed her mother that she was going to Mount Vernon to see her aunt. Instead, she met young Ryder, who had secured

a leave of absence, and together the couple went to Long Island City, where they were married. Then they went to Albany on a wedding trip. Friday they returned to Sag Harbor, where they are now living happily.

The young lady's family is very respectable and well to do. The parents, it is said, have refused to overlook the act of their daughter, and have declined to see the couple. Mr. Ryder is respected both by fellow-workers and employers. All the railroad men now want to see him made an engineer.

The above from the *Brooklyn World* will be read with interest by our Eastern brethren, as the gallant groom, Frank Ryder, is a worthy and honored member of Bartholdi Lodge No. 309. "True love never runs smooth," and yet there is every reason to believe that Bro. Ryder and his bride will be blessed with a full share of the felicities of life. They wooed and won each other under difficulties, but there was mutual love and this is enough to start out in life with. May all their young hopes and ambitions be fully realized.

Presented With a Range.

Mr. James Crawford is the fireman on the boat train of the Norwich and Worcester railroad, and was recently married at Norwich. With his wife, he returned to this city and started house-keeping at No. 14 Harrison street. During his absence, Thursday, his friends at this end of the railroad and members of the Brotherhood of Locomotive Firemen visited his house and caused a \$300 Miller range to be placed in position. When he returned he was very much surprised, and now expresses his thanks in a card in the columns of *The Telegram*. When he was married he was the recipient of \$300 worth of presents.

The foregoing, copied from the *Worcester Telegram*, has reference to Bro. Crawford, of Bay State Lodge, No. 73. The surprise was a most agreeable one and Bro. and Mrs. Crawford return their profound thanks to the members of Bay State Lodge for remembering them so kindly.

NINETY-TWO'S ANNUAL BALL.

'Twas the seventeenth of November,
The night was dark and drear;
The boys must surely remember
A party from "one-twenty" was here.

On the evening above, which I mention,
Ninety-two held their annual ball,
And 'twas the members' sole intention
To have a good time one and all.

Among the party from the salt city
Was McNulty, all ready for dance,
He was cheerful, comical and witty,
Like Muldoon with his high water pants.

The next of the Syracuse members
Is the light-haired Livingston youth;
The boys will ever remember
He's a bright one to tell you the truth.

There is one more I recollect,
He surely has plenty to do,
"One-twenty's" moneys to collect
And look after girl No. two.

There are other things I'd like to say,
But as I have no light,
My pen then I will have to stay
And bid you all good night.

Night Hawk.

After Twenty-Six Years.

Thomas S. Taylor and Miss Laura Youngson were united in marriage, November 26, 1861, and as the twenty-sixth anniversary would fall on Saturday, the friends of the worthy couple planned an anniversary surprise for them, to be held Friday evening. The "victims" were kept in blissful ignorance of what was to occur, and Mrs. Taylor was purposely detained at the house of a relative during the entire day. Mr. Taylor had made arrangements to handle the scoop on his engine, and was about to go on duty, when he was summoned to his home at No. 767 Stewart street, to find the house pretty well filled with friends. Mrs. Taylor also experienced the same ordeal, and then it dawned upon them that their wedding anniversary was at hand. They gracefully submitted, and gave the freedom of the house to the visitors.

The presents consisted of a set of chairs, a silent rocker, a marble-topped stand, set of silver knives, and a life-size crayon portrait of Master Tommy, the youngest son of Mr. and Mrs. Taylor. The portrait is the work of Mr. Harry S. Bates, and is very artistic. Rev. L. L. Radcliffe presented two valuable books, one printed in the year 1827. The Misses Ettie and Lillie Norwood, of Elmira, N. Y., sent as souvenirs some handsome plaques. Mr. Taylor's present to his wife was a handsome album. The presentation speech was made by Rev. M. Miller, and both Mr. and Mrs. Taylor replied in a befitting manner. Rev. Radcliffe remarried the bride and groom of twenty-six years.

Later in the evening Messrs. Frank Miller and Benben Einsteine arrived with their guitars, and instrumental and vocal music was dispensed, the Misses Ella and Mamie Rouche assisting in the latter. At the proper time refreshments were served, and this part of the programme was enjoyed by all present.

Mr. Taylor is a well-known fireman on the Franklin Branch of the Nypano, and nearly everybody knows the genial "Tom." His "better half" is equally well known, and her friends are legion.

It was a late hour before the friends and well-wishers departed for their several homes, after congratulating Mr. and Mrs. Taylor on having thus far so well withstood the trials of this life, and hoping that the golden wedding anniversary may find them in the land of the living.

The foregoing, from the *Tribune-Republican* of Meadville, Pa., will be of interest to the many friends of Bro. Taylor throughout the Brotherhood. Tom is widely known as a pioneer in our cause, having become a member of the Order years ago in its incipency. The *Magazine* takes pleasure in extending its hearty congratulations to Bro. Taylor and his wife, and wishes for them an indefinite lease of life, with all its blessings.

THERE is a chance given this week for the gentlemen of Chillicothe to lend a hand to the work of a most deserving Lodge of one of the best genuine beneficial organizations in the United States, the Brotherhood of Locomotive Firemen. The sturdy "boys" of Lodge 302, of this city, are going to give a grand ball at the Rink, Thanksgiving Eve, and if you want a genuine good time, there it can be found, and an admission fee for the benefit of the Lodge cannot be better placed, for the B. of L. F. is deserving of the heartiest support. Three years have the firemen been organized, and in Chillicothe alone, through death benefits and aid, over \$6,000 in good hard shining dollars has been disbursed, and every time put where it would do the most good, circulating in legitimate trade, and not into rum, where it would surely have gone, had it not been for the splendid work of the Order. For this, and a dozen other reasons, the organization should be encouraged—one is that the Chillicothe Lodge is composed of gentlemen, gentle-

men because they are thoroughbred, first-class men, and not dudes. They are men. And among the 20,000 members of the 375 Lodges in America, the members of 302 are way up on the papers as clever fellows. Vice Grand Master J. J. Hannahan, a splendid official, was in the city last week, and delivered a rattling address to the Brotherhood, Tuesday evening. It was cake and pie to the boys to hear the straight-cut sensible talk that the Vice Grand can give. Next day he was escorted about the city by the members of the Lodge, and was royally entertained.—*Chillicothe (O.) Daily News*.

The *Daily News* is manifestly in accord with the aims and purposes of our Order. Such sentiments of approval are appreciated, not only by our Chillicothe brethren, but by our membership at large.

B. of L. F. Ball.

Agreeable to anticipations the first annual ball given on the night of Thanksgiving by the Brotherhood of Locomotive Firemen, was a sumptuous affair. The hall was brilliantly illuminated with railroad lanterns and a locomotive "bull's-eye," and gaudy festooning of the most elaborate description decorated the interior. The ball was not intended to be a money-making scheme, so there was no stint in the preparations, and the result was the most thoroughly enjoyable dance that has ever been given in La Grande either in ancient or modern times. There were about seventy-five numbers sold, and everyone present enjoyed themselves to the fullest extent. The supper given at the Kameia hotel, was fully in keeping with the balance of the arrangements, being also prepared with a view to excellence in every particular. The boys, although barely coming even on expenses, have the satisfaction of knowing that their ball was what they had determined to make it—a complete success.

We have clipped the foregoing report of the first annual ball of Blue Mountain Lodge, No. 348, from the *La Grande Gazette*. It was given Nov. 24th and was the event of the season. Despite the inclemency of the weather the hall was crowded to its utmost capacity, and at 9 o'clock the programme commenced, Bro. Fred Shilke leading in the grand March. The members of No. 348, though novices in ball giving, demonstrated their ability to entertain their friends on such occasions and we congratulate them upon the success that attended their first experience.

Successful Ball.

Rouse's Hall has seldom presented a handsomer appearance than it did last night on the occasion of the annual ball of W. F. Hynes Lodge No. 48, Brotherhood of Locomotive Firemen. Over the proscenium arch was the motto of the Order, "Protection, Charity, Sobriety and Industry," and suspended from the motto were the initial letters of the Order beautifully colored and rimmed in gold. On the stage stood a large headlight surrounded with flags and casting its light across the floor of the hall. A short distance in front of the stage was a large floral horse shoe, the work of the ladies of the Order, while from the center of the ceiling hung an evergreen bell, and from the point where it was fastened were evergreen ropes festooned down to the gallery railings. The display of red, white and blue bunting was brilliant and patriotic and the red, white and green lanterns suspended at intervals from the balcony added novelty to the beautiful scene. The floor was crowded with dancers, who to the music of Spencer's full orchestra tripped the

numbers of an excellently arranged programme. After the tenth number, a waltz, came the announcement, "The engine has broke down; repair to the dining room without delay," and they did repair to such an extent that the three tables, capable of accomodating 120 guests, had to be reset the third time. The banquet was given by the ladies of the order under direction of Miss Nellie Watt, and was on a style of elegance in keeping with the rest of the arrangements. There was not an objectionable personage in the hall and everything went off with a smoothness calculated to raise still higher in public estimation the locomotive firemen. The arrangements for the ball were made mainly by a few, as most of the members of the Lodge are just now busy night and day, as was fully attested by the fact that not over a dozen of the seventy-four members were present. The various committees were made up as follows:

Arrangements—Theo. Bush, Chairman; Charles Mounts, Joseph Dillon, Robert Martin, J. W. Whitman.

Invitation—Robert Martin, Chairman; J. Desmond, A. G. Elbertson, H. C. Eaton, F. Dasher.

Floor Managers—Theo. Bush, Chief; A. Applegreen, James Dillon, R. Scanlon, Robert Martin, James Redmond, H. C. Eaton, A. G. Elbertson, E. Davison.

Reception—W. Bough, G. C. Watt, Joseph Johnson, John Watt, F. W. Crane, John Spires, M. H. Thomas, P. Sherry, A. G. Elbertson, O. A. Murphy, T. McKinney, D. Vetter, J. C. Brown, J. W. Whitman.—*Peoria Transcript.*

The members of No. 48 have the reputation fairly earned, of giving the most delightful balls of the season and we are gratified to know that the one of this season was no exception to the rule.

Brotherhood Ball.

Plattsmouth (Neb.) Herald.

Wednesday evening, Stone Ballast Lodge No. 328, of the B. of L. E., gave their second annual ball in the Waterman Opera House, which was a grand success. To make the hall attractive and still live within lodge (railroad) emblems and colors a very successful effort was made. On the stage, painted natural size, on canvas hung a locomotive, the headlight glaring so plainly and every part so perfect, even to the escaping steam, that it looked real and was greatly admired.

The Bohemian orchestra which furnished the music for the evening were seated immediately in front of the locomotive. Over the stage hung fifty-four lanterns giving out red, blue and green lights, and these were arranged to form the word "welcome," which lent greatly to the originality of the decorations. On the center of the stage stood the charter of the Lodge with a pick on one side and a shovel on the other, and glaring out from each side of the stage were headlights which were taken from B. & M. R. R. engines. The gas fixtures extending from the balcony were each decorated with a red and green lantern, and strips of red and green bunting were draped from the center chandelier to the four corners of the hall; from one of the strips, extending over the front of the hall, hung a blue banner with the letters "P. C. S. L." in the corners, and the inscription "B. of L. E. Stone Ballast Lodge, No. 328," on it. The balcony was draped in red bunting, which on one side bore the inscription "Stone Ballast Lodge, No. 328," and across on the other side was "Brotherhood of Locomotive Firemen." Under the two boxes were the letters "B. of L. E. No. 328" and "P. C." on one side and "S. L." on the other.

The programme of twenty-six dances opened with the grand march at 9:30 and continued until 12 when supper was called. The supper was furnished by the ladies of St. Luke's Guild, and was complete in every respect, adding greatly to the evening's success. From supper dancing continued till 3 A. M. The attendance was large

and everybody enjoyed the evening, quite a number being spectators from the gallery. One pleasant feature of the evening, and one which pleased the guests, was the presenting of a beautiful button-hole bouquet to each guest as he entered the hall, and another feature of the evening which was novel and original was the ringing of a car bell to announce the time for each dance, and was followed immediately by the music from the orchestra.

The success of the evening was equal to all expectations and the efforts of the boys to please and attract will be remembered to their advantage till the time of their next entertainment.

It might be well just here, and not out of place, to explain the name of the Plattsmouth Lodge, "Stone Ballast." As we understand it the title is derived from the manner of the building the B. & M. road near Plattsmouth, especially between here and Orecapolis, that is, with stone ballast. This stone ballast is the broken rock of which the road-bed is mostly made, and which makes it substantial and lasting, hence the name.

Grand Ball and Banquet.

In the following report from the Sedalia Democrat, it will be seen that our Sedalia brethren have done themselves proud on the occasion of their recent ball:

The ball and banquet given last night at the Park hotel, under the auspices of this grand organization, was one of the largest attended and most complete social successes of the season. The dancing hall was magnificently decorated with flags, banners, bunting and evergreen in abundant profusion and illuminated with countless jets sparkling through beautifully tinted globes, no two alike. At the west end of the hall was perhaps one of the finest and most artistic pieces of workmanship in the way of decoration ever witnessed in the city. It was a mammoth locomotive, complete in every detail, fashioned after No. 252 that draws the fast mail, just coming out of an artificial tunnel made of evergreens and decorated with the stars and stripes. Just below the headlight was attached the name and emblem of the organization, composed of evergreens and studded with white chrysanthemums and over the locomotive, suspended from two brilliant gas jets, was the word "Welcome" fashioned in the same way, this attractive and beautiful feature being the work of Messrs. Martin, Mitchell and Hay, of the Brotherhood, with the able assistance lent them by Master Mechanic Weller, Messrs. Jones and Ford, to whom the entire Brotherhood extend their sincere thanks. On the right of this masterpiece of decoration was an elevated speaker's stand.

Mr. Wm. Hay made a graceful and cordial address of welcome in behalf of the Brotherhood, Mr. C. W. Goodwin making a very eloquent speech in behalf of the non-brotherhood. Henry Lummi made a few remarks.

The evening's programme was looked after in a very able and efficient manner by Messrs. W. N. Mitchell and T. C. Martin as managers; Wm. Hoy, E. K. Parke, J. H. Berry and A. Atkinson as reception committee; Mitchell Finnegan as master of ceremonies, assisted by Wm. Hay and C. E. Ducey. Prof. Gregg's orchestra furnished the music. Elegant gift programmes containing twenty charming dances was furnished to the merry revelers, who enjoyed the delightful occasion to the utmost.

A splendid supper, furnished and prepared by the ladies of Golden Eagle Lodge, was served on four long, beautifully decorated tables by a committee of ladies consisting of Mesdames T. C. Martin, W. M. Mitchell, C. W. Goodwin, Robert Lester and Misses Martin and McCauley. The menu consisted of sliced turkey, ham, tongue and beef garnished with celery and lemon, salads, French rolls, relishes, cranberry jelly, an assortment of delicious cake, California fruits, confections, coffee and tea. Over a hundred and fifty

guests were in attendance, and a finer looking company of ladies and gentlemen seldom, if ever, graced the hall. The ladies were all in handsome evening toilets, the universal remark being that a "lovelier lot of ladies had not been out there before this season." Golden Eagle Lodge was organized in November, 1881, and its present membership is 81, in good standing with the following officers: T. C. Martin, Master; Ed. Moore, Vice Master; M. Mahoney, Past Master; N. W. Mitchell, Chaplain and Collector; Henry Meyers, Receiver; E. K. Park, Secretary. Golden Eagle Lodge is a branch of the Brotherhood of Locomotive Firemen, one of the most powerful, as well as the most conservative, of the industrial organizations of the country, and upon its roster are the names of many of the most upright, industrious citizens of Sedalia. The motto of the Brotherhood is "Benevolence, Sobriety and Industry," and an organization based upon these grand principles will live forever. The *Democrat* congratulates the members of the Sedalia Lodge upon the grand success of last evening and wishes for them many happy returns of the day. It was an event that will be long remembered by all who participated.

Railroad Benefit Concert.

Long before the curtain rose Craig's Opera house was crowded to its utmost capacity by an audience which had come to witness the concert for the benefit of Fireman Nobles, who has been an inmate of the railroad hospital for a long time. Standing room was at a premium fully three-quarters of an hour before the entertainment commenced.

"How did the boys do?" was the question asked by many who were so unfortunate as to come too late to obtain even standing room. And the answers were: "Splendid;" "First-rate;" "Excellent;" "Magnificent;" and like phrases. Nor were the answers exaggerated in the least, for the boys did nobly—in fact, much better than could have been expected from amateurs who had no training whatever. Those who witnessed the performance were loud in their praise, and the boys really deserved every kind word spoken for them.

The stage was decorated with paraphernalia used by the railroad boys in every-day life—lanterns, shovels, picks, etc. The stage settings were extremely handsome and elaborate.

The entertainment opened with a first part in which the entire company participated. The overture was well rendered, and the songs—well, they should have been heard to be appreciated. Of course, the boys were just a little bit frightened when they beheld the large audience; but the stage-fright so natural to amateurs soon wore off, and they carried out the full programme like so many veterans. It is impossible for the *Daily News* to particularly mention the many excellent features of the long programme.

Among the most noticeable of the feast of good things was Mr. C. C. Warman's recitation entitled "More Sand than Sense," which was very nicely rendered by Master George Gorham, and, in this connection, we also desire to mention the afterpiece, "The Last Rehearsal," another of Mr. Warman's productions, which was replete with local hits, songs, music, etc. The different parts in the comedy were in competent hands, and, as it was thoroughly a railroad scene, it is needless to say that the boys acted their parts true to life.

The quartette and sextettes were exceptionally well rendered, as was also the trio by the Rives brothers. The banjo playing of Messrs. Alger and Philber demonstrated that the gentlemen are masters of the instrument. The guitar duet by Messrs. Campbell and C. E. Rives was nicely executed; also the instrumental quartette by the same gentlemen, assisted by Messrs. Alger and J. H. Rives.

Immediately after the concert a large number of ladies and gentlemen adjourned to the Tontine restaurant, where a handsome supper was served by Manager Ira Thompson. The wants of

the inner man having been satisfied, all returned to the Opera house—the floor having been cleared in the meantime—and dancing was commenced and continued until an early hour this morning. About \$300 was cleared on the concert, and the boys who have had the entertainment in charge are to be congratulated upon their successful management.

The report above given is copied from the *Salida Daily News* and the concert alluded to was given at Salida under the management of the fraternities of locomotive engineers. Fireman Nobles, for whose benefit the concert was given, is a member of Cloud City Lodge No. 196. Great praise is given to Div. M. M., A. J. Jones, for aiding our members by so arranging their runs as to give them as much time as possible for rehearsal. The affair is a most creditable one and reflects equally upon the ability and energy of the railroad men and the generosity of the people of Salida.

FROM the *Wilkin County Gazette*, published at Breckenridge, Minn., we clip the following notice of the marriage of Bro. J. R. Jones, of New Era Lodge No. 76:

Married, November 28, 1887, at Neche, by the Rev. Morrison, Mr. J. R. Jones, of Breckenridge, and Miss Gussie Connell, of Neche. The Methodist church was filled to overflowing as the bride was one of Neche's most popular young ladies. After the ceremony there was a reception at the Comfort House, where the groom has been for a long time a boarder, followed by a dinner at the home of the bride. The most prominent of those present was Mrs. Wilcox, Mr. and Mrs. Smith, Mrs. Sharron, Miss Thomas, Mr. and Mrs. Hooper, Mrs. Comfort, of the Comfort House, Mrs. Fynn, Mrs. Murphy, Mr. and Mrs. Thompson and Miss Millwood, of Neche. Mr. Comson, of Park River, and Mr. and Mrs. Sebastian, of Breckenridge. The bride was dressed in brown silk trimmed with Spanish lace. A large number of presents testified to the esteem in which the bride and groom were held. The happy couple left on the train for Breckenridge, and on their arrival were tendered an oyster supper by Mrs. Sterritt and daughters. The *Gazette* tenders the newly married couple its hearty congratulations, and hopes their happy lives may be prolonged into the eighties.

BARNICLE BLAZER.

A good game of base ball it was his delight,
A horse race, a foot race or a rooster fight;
At balls or picnics, if he was not around,
'Twas that invitations were not to be found.

But he mostly made it, somehow, to get there,
By hook or by crook, by foul means or fair;
If he ever gets left the day must be cool—
He has got more cheek than a government mule.

At borrowing small change he could take the cake;
You may bet on that without any mistake.

He always dressed well, his clothing was nice,
But he never patronized the same tailor twice.

He's the boss at small talk, and still smaller ways,
He can tell all about both operas and plays;
He can sing a good song, trip the fantastic toe—
Tries to make a mash if he gets the least show.

But, to make a living, or do something of use,
He's the meanest, contemptible, poorest excuse;
One grain of manhood he never possess'd,
And those that ne'er knew him may think themselves bless'd.

Edward Splaine.

Resolutions.

INDIANAPOLIS, IND., November 15, 1887.

At a regular meeting of Eureka Lodge, No. 14, B. of L. F., held November 15, 1887, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased the Great Architect of the universe to remove from our midst our late Brother, Herman Hugo; and

WHEREAS, It is but just that a fitting recognition of his many virtues should be had; therefore, be it

Resolved, By Eureka Lodge, No. 14, that, while we bow with humble submission to the will of the Most High, we do not the less mourn for our Brother who has been taken from us.

Resolved, That in the death of Brother Hugo, this Lodge laments the loss of a brother who was ever ready to proffer the hand of aid and the voice of sympathy to the needy and distressed of the fraternity; an active member of this society, whose utmost endeavors were exerted for its welfare and prosperity; a friend and companion who was dear to us all; a citizen whose upright and noble life was a standard of emulation to his fellows.

Resolved, That the heartfelt sympathy of this Lodge be extended to his family in their affliction.

Resolved, That these resolutions be spread upon the records of the Lodge, and a copy thereof be transmitted to the family of our deceased brother and to the *Magazine*.

H. C. RANDALL,
BARNEY MCCOY,
W. A. RUNYON, } *Committee.*

TEMPLE, TEX., November 20, 1887.

At a regular meeting of Midland Lodge No. 147, the following resolutions were adopted:

WHEREAS, It is with most profound sadness we announce the death of our brother, James Hitchcock, who was cut off in the prime of life and usefulness in a collision on the G. C. & S. F. Ry., on the 18th day of November, 1887; therefore, be it

Resolved, That in his death the Brotherhood has lost a worthy member, the G. C. & S. F. Ry. an efficient engineer, we, his brothers, a warm friend, his brother and sisters an honored brother and the community an honored and upright citizen.

Resolved, That we deeply sympathize with the bereaved brother and sisters of our deceased brother, for while they mourn the loss of a kind and loving brother, we also miss the one who has mingled with us for years, and we pray that God in His infinite mercy will enable them to bear up under this sad bereavement.

Resolved, That we extend a vote of thanks to Webster Snyder, Esq., General Manager G. C. & S. F. Ry., for free transportation of deceased's remains to his home in Pennsylvania, and other courtesies received, and to the members of Gulf City Lodge No. 115 for the kind attention to our brother while in their charge; also, to Mrs. Geo. V. Seaver, for the beautiful wreath of flowers presented as a floral tribute to our departed brother, and other favors received.

Resolved, That in memory of Bro. Hitchcock, we will drape our charter for the space of thirty days, and that a copy of these resolutions be printed in the *Firemen's Magazine*, the Temple papers, and a copy with seal attached sent to the family of our deceased brother.

CON. SWEENEY,
WM. R. BROWN,
EPH. ROBINSON, } *Committee.*

GALESBURG, ILL., December 15, 1887.

At a special meeting of Progress Lodge, No. 105, the following resolutions were unanimously adopted.

WHEREAS, In the death of our esteemed and worthy brother, M. C. Maloney, we recognize the will of divine Providence, an illustration of the universal truth that death comes to all. Bro.

Maloney's death leaves the once happy hearts of his mother, sister and brothers in sorrow. In the Lodge room there is sorrow and gloom, because our beloved brother has departed. Therefore be it

Resolved, That to the stricken family we extend our heartfelt sympathy.

Resolved, That as a mark of respect to the memory of our deceased brother, we drape our charter in mourning for thirty days, and that a copy of these resolutions be presented to the family of Bro. Maloney and that they be published in our *Magazine* and entered on the minutes of the meeting.

"Remember me as I've passed by,

As you are now, so once you I.

As I am now, so must you be,

So prepare your way to follow me."

J. L. NELSON,
J. L. WEEKS,
C. G. NELSON, } *Committee.*

MINNEAPOLIS, MINN., November 7, 1887.

At a regular meeting of Minneapolis Lodge No. 270, B. of L. F., held November 6th, 1887, the following resolutions were unanimously adopted:

WHEREAS, The relentless hand of Death has taken from us our esteemed brother, J. B. Morris, who died of apoplexy on the night of October 22d, 1887; therefore, be it

Resolved, That we tender our heartfelt sympathy to his relatives and friends, and we would sincerely direct them to the Savior, who is ever ready to help and comfort those who look to Him.

Resolved, That we extend our sincere thanks to Mr. O. D. Patterson and other members of the Portland Lodge of Odd Fellows for their care and kindness to our deceased brother during his sickness.

Resolved, That as a token of esteem and respect for our late brother, our charter be draped in mourning for thirty days, that these resolutions be entered on the minutes of the Lodge, and that a copy be sent to the *Firemen's Magazine* for publication.

W. L. HIGBEE,
D. LUCAS,
JAS. BOLAND, } *Committee.*

CHICAGO, ILL., December 26, 1887.

At a regular meeting of Chicago Lodge No. 95, of the B. of L. F., the following resolutions were adopted:

WHEREAS, It is with heartfelt sorrow that we are called upon to announce that death has once more invaded our ranks, and taken from our midst, Bro. David Kirkwood.

WHEREAS, From personal acquaintance, we mourn the loss of our brother as an earnest supporter of the principles of our Order, and one whose life was always in accordance with our motto; therefore be it

Resolved, That while we bow in humble submission to the decree of Divine Providence, we deeply deplore the loss, and shall fondly cherish the memory of our departed brother. In the death of Bro. Kirkwood, Chicago Lodge No. 95, has lost one of its most exemplary members, and conscientious supporters; his companions, a staunch and faithful friend, and society a benevolent, sociable and honored man.

Resolved, As a token of respect for our departed brother, that our charter be draped in mourning for the space of thirty days, that a page of our record be dedicated to the memory of our deceased brother, that a copy of these resolutions be presented to his friends, and that they be published in the *Firemen's Magazine*.

JAS. LEAHY,
L. P. SMITH,
E. W. WALLBAUM, } *Committee.*

BRAZIL, IND., January 2, 1887.

At a regular meeting of Headlight Lodge, No. 217, December 25th, 1887, the members were very much surprised by being presented with a very

beautiful plush covered arm chair for our Worthy Master's station. The chair is handsome in design and finish, and is the work of the wives of our many brothers—Mrs. Henry Shade, Mrs. M. Cooke, Mrs. Wm. Larr, Mrs. Zora Billiter, Mrs. Henry Barnette and Mrs. Sarah Cooke. The following resolutions were adopted:

Resolved, That we tender our sincere thanks to these ladies for remembering us so kindly, and that we shall always strive to prove worthy of their respect which so much encourages us to do our duty as Brotherhood of Locomotive Firemen.

Resolved, That our doors will always be open to welcome our lady friends, and that a copy of these resolutions be spread upon our minutes and published in our *Magazine*.

WM. LARR,
GEO. COOKE,
ELMER COLLINS, } *Committee.*

DUBUQUE, I.A., October 1, 1887.

At a special meeting of Key City Lodge, No. 106, B. of L. F., the following resolutions were unanimously adopted:

WHEREAS, It has pleased the Supreme Ruler of the Universe, suddenly and without warning, to remove from our midst, our late Brothers, Edward J. Cummings and Wm. A. Richmond, who lost their lives in a collision on the C. M. & St. P. Railway at Dubuque, on the morning of September 19, 1887, and

WHEREAS, It is but just and fitting, that we their brother firemen should make some public recognition of their good qualities and virtues, as men and member of our noble Brotherhood, who in their daily lives, exemplified our motto, "Protection, Charity, Sobriety and Industry," in every sense, and were truly noble men and worthy brothers, whose smiling faces will never more be seen in our Lodge room; therefore

Resolved, That while we bow in humble submission to the will of the Most High, we do not the less mourn for our brothers who have been taken from us so suddenly.

Resolved, That by the death of Brothers Cummings and Richmond, the Brotherhood has lost two worthy members, Key City Lodge its ablest officer and their grief-stricken wives, loving husbands.

Resolved, That a vote of thanks be tendered the members of Guard Hall Lodge, No. 168, for a beautiful floral wreath furnished and for assistance in funeral ceremonies, also to Minneapolis Lodge, No. 270, and Riverside Lodge No. 197, for assistance in conducting funeral ceremonies.

Resolved, That a copy of these resolutions be entered upon the memorial record of our Lodge, and that a copy be furnished the wives of the deceased brothers, and that a copy of the same be sent to the *Locomotive Firemen's Magazine* for publication.

Resolved, That as a token of esteem for our departed brothers, we drape our Charter for a period of thirty days.

JOSEPH CHALOUPIA,
JNO. P. SANDRY,
JAY E. HAINS,
D. W. MASON, } *Committee.*

Acknowledgments.

FALLS CITY, NEBR., December 1, 1887.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—We wish to acknowledge the receipt of a draft for the sum of \$1,500.00 on the policy of our son and brother, Geo. T. Webster, which was forwarded to us by Mr. V. E. Keating, Receiver of Eau Claire Lodge No. 68.

We desire to return our sincere thanks to the Brotherhood for the amount, and also to express our appreciation of the kindness shown our dear son and brother, and for the respect paid him after his death, which will be remembered with gratitude to the end of our days.

MRS. J. WEBSTER AND FAMILY.

DENVER, COL., November 15, 1887.

To the Brotherhood of Locomotive Firemen.

DEAR SIR:—Please accept thanks from me for a draft of \$1,500 (fifteen hundred dollars) which I received through Wm. Brundage. Wishing all success and God's blessing to the B. of L. F., I remain

Very respectfully,

H. M. VAN AVERY.

ALGERS, LA., December 9, 1887.

To the Members of Endeavor Lodge, No. 267, B. of L. F.

GENTLEMEN:—When I consider the noble qualities of heart, unconsciously revealed by the members of your Lodge in your untiring efforts to alleviate the pain attending the last hours of my lamented brother, Joseph Daniel McCarthy, your kind words of encouragement, offered to those who were dear to him, and when death released him from agony, how tenderly you prepared his body for its last resting place, the grave; when I also consider your kind visits since the funeral, followed by words of sympathy and encouragement, and then attempt to thank you, words fail me, and I am powerless to express the depth of my gratitude. But a grateful memory shall ever cherish your offerings. Kindness and sympathy, a beautiful contrast to the misery wrought by the hand of the dastard. For the handsome life-size crayon portrait of "Joe," and other kind acts not here enumerated I can only offer you (individually and collectively) the heartfelt thanks of my mother and family. My mother also wishes to express her sincere thanks to the Brotherhood (at large) for the prompt payment of \$1,500, amount of the policy held by my brother, Jos. D. McCarthy.

May God grant the Brotherhood prosperity, and may its ranks be ever filled by such men as compose the membership of Endeavor Lodge, No. 267.

DENNIS MCCARTHY.

DECATUR, ILL., November 12, 1887.

To J. M. Raymond Lodge, No. 49, Brotherhood of Locomotive Firemen.

DEAR, KIND FRIENDS:—My heart goes out to you all for your loving sympathy and great kindness to me in my terrible sorrow, and for the respect shown by you to the memory of my precious boy, who was one of your members. I've felt that it was binding you strongly together; helping you to be the noble men that you are brave, faithful and true to each other, in your lives and in your work. I realize that your work is hard work, with little time for rest or pleasure, and full of danger, with just a step between you and death. You are "called" to your work in the light or in the darkness, and, rested or weary you must go, but you have an hour or more to make ready. The last "caller," death, comes, almost always suddenly, waits not for you to get ready, but takes you to your last account. God grant that you all may be ready when that "last caller" comes.

With a mother's heart I do entreat you all to come to Jesus and take Him for your Savior. "He that believeth in Him hath everlasting life," and in that better home. "In His presence there is fullness of joy, and at His right hand there are pleasures forevermore." "And God shall wipe away all tears from their eyes, and there shall be no more death, neither sorrow nor crying, neither shall there be any more pain."

Toward the members of this Lodge I shall always cherish the tenderest remembrances, and if at any time I can render aid or comfort to any of you it will be most gladly done.

My children join me in heartfelt thanks to you all for your great kindness and sympathy, and through you to the Wabash Railway officials for all the favors shown to us, and to the Springfield Lodge for the respect and kindness shown by them.

Very sincerely yours,

MRS. H. W. TEASDALE.

WINDHAM, CONN., November 10, 1887.

To the Brotherhood of Locomotive Firemen:

DEAR SIR:—I desire to acknowledge the receipt of a draft for \$1,500, as given me by Mr. N. S. Outler, on payment of the insurance upon the life of my late son Herbert. May God bless and prosper the B. of L. E. is the ardent wish of
Yours respectfully,
Mrs. L. C. Hoyt.

SEDALIA, MO., October 30, 1887.

To the Brotherhood of Locomotive Firemen:

DEAR SIR:—Please accept my heartfelt thanks for the prompt payment of the insurance due me on the death of my husband. I also return thanks for your great kindness to me during the most trying time of my life.

Yours respectfully,
MRS. MARY HUNTER.

MAULINS STATION, N. Y., December 13, 1887.

Editor Magazine:

DEAR SIR AND BROTHER:—Allow me to return sincere thanks through the columns of your *Magazine* to my brother officers and members of Lodge 336 for their gift of flowers, and feelings of sympathy shown me at the closing ceremonies in my recent sad bereavement in the loss of my beloved wife. Yours fraternally,

C. H. BAIRD.

PHILADELPHIA, PA., November 5, 1887.

To the Officers and Members of United Lodge No. 60, B. of L. E.

GENTLEMEN AND BROTHERS:—I wish to return sincere thanks to you all for kindness shown me during my illness; also for a draft of \$1,500 due me on disability claim, which I received through our Receiver, Bro. John A. Falls. I wish also to thank the "Relief Committee," especially our worthy Master, Bro. B. F. Pettit.

Yours fraternally,
JOSEPH P. RHEINER.

FALLS CITY, NEB., December 18, 1887.

To P. E. Keating, Receiver of Eau Claire Lodge No. 68.

DEAR SIR:—We received the draft for \$1,500 some few days ago, for which please accept our most sincere thanks. What a noble Order the Brotherhood is! Indeed words cannot express our appreciation of it and our love for its members and our only regret is that we cannot in some way repay them for their kindness. May the Lord ever protect and guide them is the earnest wish of
Respectfully yours,
MRS. JANE WEBSTER AND FAMILY.

DONALD, B. C., December 19, 1887.

Mr. Editor:

Through the columns of the *Magazine* Gold Range Lodge, No. 341, wishes to return sincere thanks to Miss Nellie McLean, of Oshawa, Ontario, sister of our esteemed brother, Thomas Clouston, for the elegant hand-painted banner presented by her, through her brother, at a regular meeting held November 16th, 1887.

ANGUS MORTON,
W. F. VANANTWERP, } Committee.
R. J. GEDDIS,

LYNDONVILLE, VT., January 1, 1888.

Editor Locomotive Firemen's Magazine:

At a meeting of Green Mountain Lodge, No. 301, it was ordered that the sincere thanks of the Lodge be extended to Mrs. Elmira Place, mother of Bro. F. C. Place, now running on the Chautauqua & Iron Mountain railroad in New York, for the beautiful spread for the Master's chair

presented by her. The spread is of velvet, elegantly painted with her own hands, and is highly appreciated by all, and long will the kindness of Mrs. Place be remembered by us for her beautiful New Years gift.

R. W. THOMPSON, Secretary.

COLLINWOOD, OHIO, December 19, 1887.

To the Brotherhood of Locomotive Firemen:—

GENTLEMEN:—We desire to return our sincere thanks to the members of Alabama Lodge No. 277, for their kindness to our brother, U. S. Mansfield, during his last sickness and at the time of his death. Though far away from home we realize that the best of attention was shown him, for which we acknowledge our profound gratitude. Wishing the members of Lodge No. 277 and all the Brotherhood continued prosperity we remain very respectfully,

S. A. MANSFIELD,
MRS. JENNIE SNEDDEN.

FORT WAYNE, IND., December 12, 1887.

To A. G. Porter Lodge No. 141, B. of L. E.:

GENTLEMEN: It is with a heart full of gratitude for your noble Brotherhood, that I give you this card of thanks. I can not thank the Brotherhood enough for their promptness in my affliction in rendering me such aid as a person needs most in an hour of bereavement, and the manner in which it was offered and rendered. Most especially do I wish to thank the brothers whose lot it was to act as committee during that time, and whose presence was to me an assurance that everything would be attended to in a proper manner. And now again must I express my thanks to the Brotherhood for their promptness in settling the insurance policy, which my late husband held in your Lodge. God knows it comes in a time of need, and although it recalls sad memories, yet it is a solace to know, that we need not stare want in the face. May God bless your noble efforts to dry the tears and cheer the widows and orphans of your brothers in time of need. And may God keep and save you and your families from a fate and affliction similar to the one which befell us. Accept such as the heartfelt wishes of yours in gratitude.

ROSINA BAUGH.

Information Wanted.

JOSEPH KINNEY.

Information is wanted concerning Joseph Kinney, son of Timothy and Mary (Lindsey) Kinney, of Madison, Wis., supposed to be railroad-ing somewhere in the west. Information in regard to his whereabouts is earnestly desired by his sister Jennie, at Hyde Park, Ill. and his brother T. J. Kinney, Madison, Wis.

For the Magazine.

ON HEARING THAT WHISKEY COULD BE DISTILLED FROM NATURAL GAS.

A great age of invention we live in, I ween, Since man on the steam horse can fly;
But the greatest invention that ever was seen, Since Adam a tramp took along with his queen, Is transmuting carbon to rye.

Edward Splaine.

A NUMBER of interesting communications have been crowded out of this issue of the *Magazine*, for want of space.

THE nerve which never relaxes, the eye which never blanches, the thought that never wanders, these are the masters of victory. Warner's Log Cabin Hops and Buchu Remedy is nature's remedy for nervous diseases. Have the wisdom to try it. Only \$1.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

FEBRUARY, 1888.



OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE IND., February 1, 1888.

Assessment Notice for February.

ASSESSMENTS NOS. 15 AND 16, \$2.00.

To Subordinate Lodges.

DEAR SIRS AND BROTHERS: You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 143. John Geary, of Plain City Lodge, No. 238, was killed by Railroad Accident, September 4th, 1887.

CLAIM No. 144. J. A. Schroeder, of Pacific Lodge, No. 173, was killed by Explosion of Boiler, October 31st, 1887.

CLAIM No. 145. J. O'Donnell, of Morning Star Lodge, No. 88, was declared totally disabled in consequence of the Amputation of his Leg, November 3d, 1887.

CLAIM No. 146. David Bartlett, of Prairie Lodge, No. 170, was declared totally disabled with Spinal Disease, November 15th, 1887.

CLAIM No. 147. Chas. Gingras, of Albany City Lodge, No. 230, was killed by the explosion of his engine, November 15th, 1887.

CLAIM No. 148. James Hitchcock, of Midland Lodge, No. 147, was killed in a Collision, November 18th, 1887.

CLAIM No. 149. W. H. Ramsey, of Reno Lodge, No. 265, was declared totally disabled with Pulmonary Catarrh and Nervous Debility, November 20th, 1887.

CLAIM No. 150. F. H. Gordon, of Scioto Lodge, No. 202, was killed by Falling from his Engine, November 23d, 1887.

CLAIM No. 151. U. S. Mansfield, of Elkhorn Lodge, No. 28, died of Dysentery, December 7th, 1887.

CLAIM No. 152. Wm. Anderson, of Red River Lodge, No. 8, was declared totally disabled with Consumption, December 15th, 1887.

CLAIM No. 153. J. V. Blocker, of Industrial

Lodge, No. 21, was declared totally disabled with Chronic Gastritis and Intestinal Catarrh, December 19th, 1887.

CLAIM No. 154. Chas. D. Fox, of Keystone Lodge, No. 208, was declared totally disabled with Consumption, December 24th, 1887.

CLAIM No. 155. James McGough, of Sunny South Lodge, No. 148, died of Typhoid Fever, December 27th, 1887.

CLAIM No. 156. A. B. Irwin, of Loyal Lodge, No. 207, was killed by Railroad Accident, December 31st, 1887.

CLAIM No. 157. J. E. Lomax, of Kaw Valley Lodge, No. 313, was declared totally disabled with Anchylosis and Consumption, January 5th, 1888.

CLAIM No. 158. B. F. Porter, of Georgia Lodge, No. 245, was declared totally disabled in consequence of Fracture to Hip Joint and Ribs, January 5th, 1888.

CLAIM No. 159. A. J. Scott, of North Pole Lodge, No. 152, was killed by Railroad Accident, January 6th, 1888.

CLAIM No. 160. W. G. Penney, of Great Eastern Lodge, No. 4, was declared totally disabled with Consumption, January 14th, 1888.

CLAIM No. 161. A. B. Chambers, of Clark Lodge, No. 297, was declared totally disabled with Anchylosis, January 14th, 1888.

Two assessments of ONE DOLLAR each are levied for the payment of the above claims as follows:

Assessment No. 15 is levied on Claim No. 150, and all members who were admitted on or before November 23d, 1887, are liable therefor.

Assessment No. 16 is levied on Claim No. 161, and all members who were admitted on or before January 14th, 1888, are liable therefor.

You are required to pay the above assessments to the Collector of your Lodge on or before February 25, 1888, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

Special Notices.

ADDRESSES OF MEMBERS.

Any member who fails to receive his *Magazine* regularly will please notify the Editor at once giving the number of his Lodge and his correct postoffice address.

OFFICERS' ADDRESSES.

Each officer of Subordinate Lodges is requested to examine his name and address in this issue of the *Magazine* and if there is any error in it to notify the Grand Secretary at once so the correction can be made.

TO SECRETARIES.

Upon the initiation of an applicant you will at once forward the "application for beneficiary certificate" to the Grand Lodge. See to it that this blank is filled out in every particular before sending it, otherwise the Grand Lodge can not accept it. See Rule 8 on the application.

UNION MEETING.

There will be a grand Union Meeting at South Easton, Pa., under the auspices of Onoko Lodge, No. 211, on Sunday, February 19th, to which all members in good standing are invited. The grand officers will be in attendance and will exemplify and instruct in the work of the Order and it is hoped that all Lodges in that locality will be represented.

RECEIPTS.

A member to be in good standing to date must hold a receipt for his *Grand Dues* for the year ending July 31st, 1888; also for *Subordinate Dues* for the quarter ending April 30th, 1888; also for *Assessment No. 14* (for January); also for *Special Assessment No. 2*. Any member not holding these receipts stands suspended from all the benefits of

the Order, and can only be reinstated by a vote of his Lodge. Examine your receipts and see that you have them correct.

POLICY SLIPS.

Each member has received (or should have received) from his Secretary, a small printed slip, to fill out for his new insurance policy, with instructions to return same without delay. Secretaries complain that members do not fill out their blanks, and hence they cannot send their lists of membership to the Grand Lodge. We desire to impress upon the mind of each member the necessity of *filling out this slip at once* and returning it to the Secretary of the Lodge, and we would impress upon each Secretary the necessity of sending in his membership lists with accompanying slips without unnecessary delay, so that new policies can be issued, as required by law. Let there be no delay in carrying out these instructions.

TO COLLECTORS.

In collecting the double assessment (Nos. 15 and 16) issued for February, you will not issue a receipt to a member unless he pays *both* assessments. You can not accept payment unless the full amount (\$2.00) is paid, and then you will issue one receipt for both assessments.

In preparing your statements to deliver to the Receiver, remember that separate statements must be made for each assessment, viz: two statements for No. 15 and two for No. 16. You will receive four blank statements from the Grand Lodge for that purpose. Each assessment must be credited on the statements the same as you have heretofore credited single assessments, by placing a figure (1) one in the "current assessment" column opposite the names of those who have paid. In no case can both assessments be credited on the same statements as the law requires separate returns to be made for each assessment that is levied. You will deliver your statements and returns for *both* assessments to your Receiver on the 26th day of the month as usual.

Yours fraternally,

F. P. SARGENT, G. M.

E. V. DEBS, G. S. and T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., January 1, 1888. }

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending December 31, 1887:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 12.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 12.	TOTAL.
1		\$72.00	\$72.00	23	3.00	38.00	41.00
2	\$7.00	20.00	27.00	24	44.00		44.00
3	17.00	148.00	165.00	25	2.00	64.00	66.00
4	10.00	101.00	111.00	26	1.00	75.00	76.00
5	4.00	88.00	92.00	27		79.00	79.00
6	6.00	56.00	62.00	28		67.00	67.00
7		32.00	32.00	29		36.00	36.00
8	12.00	41.00	53.00	30	27.00	19.00	46.00
9	121.00		121.00	31	14.00	50.00	64.00
10	86.00	59.00	145.00	32	3.00	26.00	29.00
11	115.00	113.00	228.00	33	4.00	58.00	62.00
12	26.00	182.00	208.00	34		58.00	58.00
13		93.00	93.00	35			
14	156.00	134.00	290.00	36	1.00	56.00	57.00
15	1.00	51.00	52.00	37			
16	2.00	131.00	133.00	38		62.00	62.00
17		19.00	19.00	39	2.00	43.00	45.00
18	6.00	59.00	65.00	40			
19		37.00	37.00	41		22.00	22.00
20	3.00	27.00	30.00	42			
21	4.00	36.00	40.00	43	2.00	77.00	79.00
22	14.00	21.00	35.00	44	4.00	72.00	76.00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 12.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 12.	TOTAL.
45	\$3.00	\$66.00	\$69.00	127	\$3.00	\$67.00	\$70.00
46	1.00	55.00	56.00	128	2.00	25.00	27.00
47	1.00	84.00	85.00	129	1.00	56.00	57.00
48	2.00	69.00	71.00	130	1.00	87.00	88.00
49		38.00	38.00	131	3.00	44.00	47.00
50	4.00	97.00	101.00	132	1.00	39.00	40.00
51	6.00	45.00	51.00	133		31.00	31.00
52	1.00	99.00	100.00	134		31.00	31.00
53	2.00	27.00	29.00	135	5.00	29.00	34.00
54	12.00	92.00	104.00	136	18.00	16.00	34.00
55		25.00	25.00	137	2.00	29.00	31.00
56	6.00	21.00	27.00	138		38.00	38.00
57	14.00	239.00	253.00	139			
58	2.00	11.00	13.00	140	11.00	51.00	62.00
59	2.00	58.00	60.00	141	13.00	86.00	99.00
60	1.00	77.00	78.00	142	14.00	61.00	75.00
61	4.00	62.00	66.00	143	5.00	15.00	20.00
62	1.00	51.00	52.00	144	8.00	29.00	37.00
63	1.00	43.00	44.00	145	1.00	33.00	34.00
64	5.00	10.00	15.00	146	52.00		52.00
65		51.00	51.00	147	2.00	42.00	44.00
66	9.00	49.00	58.00	148	6.00	22.00	28.00
67		103.00	103.00	149	16.00	224.00	240.00
68	5.00	56.00	61.00	150	1.00	45.00	46.00
69	3.00	42.00	45.00	151		52.00	52.00
70	5.00	31.00	36.00	152	3.00	24.00	27.00
71	2.00	68.00	70.00	153	9.00	30.00	39.00
72	1.00	15.00	16.00	154			
73	2.00	60.00	62.00	155	14.00	12.00	26.00
74		23.00	23.00	156	4.00	48.00	47.00
75	13.00	142.00	155.00	157	2.00	24.00	26.00
76				158	3.00	51.00	54.00
77		100.00	100.00	159	11.00	31.00	42.00
78	1.00	34.00	35.00	160	1.00	47.00	48.00
79	2.00	50.00	52.00	161	3.00	52.00	55.00
80	1.00	87.00	88.00	162	1.00	88.00	84.00
81	3.00	74.00	77.00	163	6.00	25.00	31.00
82	2.00	80.00	82.00	164	3.00	36.00	39.00
83	2.00	46.00	48.00	165	1.00	41.00	42.00
84	1.00	66.00	67.00	166	38.00	36.00	74.00
85	1.00	39.00	40.00	167	2.00	31.00	33.00
86	1.00	45.00	46.00	168		48.00	48.00
87				169	2.00	105.00	107.00
88		48.00	48.00	170		39.00	39.00
89	1.00	20.00	21.00	171	1.00	22.00	23.00
90		22.00	22.00	172	2.00	45.00	47.00
91		40.00	40.00	173		37.00	37.00
92		22.00	22.00	174	5.00	110.00	115.00
93	4.00	70.00	74.00	175	2.00	39.00	41.00
94		46.00	46.00	176		15.00	15.00
95		98.00	98.00	177		45.00	45.00
96		47.00	47.00	178	5.00	40.00	65.00
97	23.00	47.00	70.00	179	8.00	44.00	52.00
98				180	4.00	10.00	14.00
99	4.00	79.00	83.00	181		21.00	21.00
100	2.00	25.00	27.00	182		34.00	34.00
101	5.00	130.00	135.00	183		30.00	30.00
102	6.00	36.00	42.00	184	1.00	22.00	23.00
103	3.00	24.00	27.00	185		12.00	12.00
104		94.00	94.00	186	21.00	44.00	65.00
105	2.00	25.00	27.00	187	1.00	13.00	14.00
106	11.00	84.00	95.00	188	1.00	76.00	77.00
107		20.00	20.00	189			
108		63.00	63.00	190	1.00	19.00	20.00
109				191		29.00	29.00
110				192			
111		57.00	57.00	193	15.00	24.00	27.00
112		46.00	46.00	194	1.00	31.00	31.00
113	27.00	34.00	61.00	195		38.00	38.00
114	1.00	18.00	19.00	196			
115				197	2.00	41.00	43.00
116		50.00	50.00	198			
117		51.00	51.00	199	3.00	25.00	26.00
118		22.00	22.00	200	29.00	11.00	40.00
119		32.00	32.00	201		37.00	37.00
120		79.00	81.00	202		45.00	48.00
121		57.00	57.00	203	2.00	44.00	46.00
122	4.00	56.00	60.00	204			
123	1.00	67.00	68.00	205	4.00	57.00	61.00
124				206			
125	15.00	37.00	52.00	207	7.00	71.00	78.00
126		31.00	31.00	208		35.00	35.00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 12.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 12.	TOTAL.
206	\$4 00	\$22 00	\$26 00	282	\$3 00	\$27 00	\$30 00
210	2 00	39 00	41 00	283	17 00	39 00	56 00
211	2 00	53 00	55 00	294	1 00	19 00	20 00
212		26 00	26 00	295		21 00	21 00
213		29 00	29 00	296	1 00	2 00	3 00
214	4 00	38 00	42 00	297	5 00	16 00	21 00
215		50 00	50 00	298		16 00	16 00
216	2 00	52 00	54 00	299		36 00	36 00
217		27 00	27 00	300		40 00	40 00
218				301	1 00	33 00	34 00
219	15 00	48 00	63 00	302	3 00	19 00	22 00
220		52 00	52 00	303		12 00	12 00
221		34 00	34 00	304	5 00	28 00	33 00
222	4 00	22 00	26 00	305			
223	3 00	16 00	19 00	306		34 00	34 00
224	4 00	23 00	27 00	307	3 00	40 00	43 00
225	15 00	14 00	29 00	308	2 00	16 00	18 00
226		28 00	28 00	309	4 00	20 00	24 00
227	1 00	24 00	25 00	310		28 00	28 00
228		114 00	114 00	311		19 00	19 00
229		34 00	34 00	312		25 00	25 00
230	1 00	66 00	67 00	313	6 00	30 00	36 00
231	11 00	44 00	55 00	314			
232	4 00	23 00	27 00	315		36 00	36 00
233		24 00	24 00	316	6 00	42 00	48 00
234				317		58 00	58 00
235		39 00	39 00	318		17 00	17 00
236	4 00	15 00	19 00	319	13 00	26 00	39 00
237	14 00	59 00	73 00	320		21 00	21 00
238	8 00	18 00	26 00	321	4 00	12 00	16 00
239	3 00	25 00	28 00	322	1 00	32 00	33 00
240	3 00	85 00	88 00	323	2 00	43 00	45 00
241	1 00	22 00	23 00	324	2 00	16 00	18 00
242		64 00	64 00	325	4 00	18 00	22 00
243		18 00	18 00	326	4 00	29 00	33 00
244	5 00	79 00	84 00	327			
245		29 00	29 00	328		33 00	33 00
246	2 00	27 00	29 00	329	3 00	17 00	20 00
247		22 00	22 00	330	1 00	18 00	19 00
248	2 00	25 00	27 00	331	22 00	21 00	43 00
249		7 00	7 00	332			
250		74 00	74 00	333	5 00	70 00	75 00
251		43 00	43 00	334	13 00		13 00
252		86 00	86 00	335	6 00	24 00	30 00
253		30 00	30 00	336		7 00	7 00
254	7 00	36 00	43 00	337	2 00	42 00	44 00
255		22 00	22 00	338		17 00	17 00
256				339	2 00	15 00	17 00
257	20 00	31 00	51 00	340	1 00	19 00	20 00
258	7 00	19 00	26 00	341	1 00	16 00	17 00
259		14 00	14 00	342	15 00	13 00	28 00
260	20 00		20 00	343	1 00	17 00	18 00
261		33 00	33 00	344		12 00	12 00
262		25 00	25 00	345			
263	2 00	37 00	39 00	346		13 00	13 00
264	6 00	39 00	45 00	347		10 00	10 00
265		55 00	61 00	348		14 00	14 00
266		50 00	50 00	349	11 00	40 00	51 00
267	28 00	6 00	34 00	350	2 00	22 00	24 00
268	3 00	14 00	17 00	351		14 00	14 00
269	23 00	38 00	61 00	352		31 00	31 00
270	13 00	60 00	73 00	353		15 00	15 00
271		25 00	25 00	354	1 00	49 00	50 00
272		30 00	30 00	355	3 00	16 00	19 00
273		38 00	38 00	356		27 00	27 00
274	8 00	8 00	16 00	357		39 00	39 00
275	46 00	27 00	73 00	358	21 00	10 00	31 00
276				359		18 00	18 00
277	1 00	10 00	11 00	360		25 00	25 00
278				361		18 00	18 00
279	6 00		6 00	362		12 00	12 00
280	1 00	30 00	31 00	363	1 00	20 00	21 00
281	1 00	27 00	28 00	364		15 00	15 00
282		28 00	28 00	365	1 00	22 00	23 00
283		39 00	39 00	366	9 00	8 00	17 00
284		78 00	78 00	367		12 00	12 00
285		31 00	31 00	368		7 00	7 00
286		65 00	65 00	369		13 00	13 00
287		89 00	89 00	370			
288	2 00	20 00	22 00	371		8 00	8 00
289	16 00	10 00	26 00	372	1 00	12 00	13 00
290		28 00	28 00	373	10 00		10 00
291		66 00	66 00	374	2 00	4 00	6 00

Balance on hand December 1 . . . \$21,052 00
Received during month . . . 16,297 00

Total . . . \$37,349 00
By Claims 126, 127, 128, 129, 130, 131, 132, 133,
134, 135, 136, 137, 138 and 139 . . . 21,000 00

Balance on hand January 1 . . . \$16,349 00

Respectfully submitted,
EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT . . . Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN . . . Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS . . . Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS . . . Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

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Box 738, Fort Dodge, Iowa.

C. C. SUTHERLAND . . . Secretary
Horton, Kansas.

L. P. SMITH . . . 292 Fulton Street, Chicago, Ill.

GRAND EXECUTIVE BOARD.

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F. X. HOLL . . . 806 22d Ave S., Minneapolis, Minn.

W. H. McDONNELL . . . 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.
Meets in Union Hall at 2 P. M. every Sunday.
G. E. Carner . . . Master
John Downs, Box 311 . . . Secretary
Wm. Van Dine . . . Collector
C. E. Barkman, Box 26 . . . Receiver
S. T. Ferguson, Box 386 . . . Magazine Agent

2. HAND IN HAND; Providence, R. I.
Meets 2d Monday of each month, at 8:30 P. M., in
Engineers' Hall.
C. Anthony Taft, 326 Chalkstone Ave . . . Master
C. E. Harman, East Providence . . . Secretary
Willis A. Aldrich, 217 Smith St. . . Collector
J. W. Williams, 25 Kilton St., Taunton,
Mass., . . . Receiver
Willis A. Aldrich, Valley Falls, Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.
Meets 2d and 4th Sundays in bank building, Cor.
Washington and Plymouth Sts.
Jos. Capner, Jr., 249 Second St . . . Master
E. P. Hutton, 178 Fourth St . . . Secretary
J. B. Sweet, 147 Academy St . . . Collector
C. E. Benter, 403 E. 66th St., New York
City . . . Receiver
S. Simpson, 572 Jersey Ave . . . Magazine Agent

4. GREAT EASTERN; Portland, Maine.
Meets in B. of L. E. Hall, 1st and 3d Sundays.
L. G. Shaw, 22 Beckett St . . . Master
C. D. Getchell, 11 Brattle St . . . Secretary
A. E. Dennison, 23 Merrill St . . . Collector
F. A. Huff, 47 Hanover St . . . Receiver
F. E. Pottle, 72 Waterville St . . . Mag. Agent

- 5. CHARITY; St. Thomas, Ontario.**
Meets in Engineer's Hall every Tuesday at 8 P. M.
Thos. Quirk, Box 1273 Master
A. S. Adams, Box 1273 Secretary
L. D. Norton, Box 1273 Collector
Frank Turrill, Box 1273 Receiver
Wm. Deyell, Box 1273 Magazine Agent
- PRIDE OF THE WEST; Potosi, Mo.**
Meets 1st and 3d Monday at 1 P. M.
R. H. Lanham, Box 403 Master
F. J. Parker, Box 481 Secretary
Fred Gratlot Collector
John Moore, Box 189 Receiver
Wm. Ross Magazine Agent
- 7. POTOMAC; Washington, D. C.**
Meets 2d and 4th Sunday of each month at 2 P. M., Cor. 13 $\frac{1}{2}$ and E St. S. W.
James B. May 477 $\frac{1}{2}$ F. St. S. W. Master
Wm. C. Jasper, 628 Penn'a Ave., N. W. Secretary
A. J. Williams, 827 C. St. S. W. Collector
P. P. Luddy, 428 4 $\frac{1}{2}$ St. S. W. Receiver
Jos. M. Harmon, 1417 Maryland Ave., Mag. Agent
- 8. RED RIVER; Denison City, Texas.**
Meets in King's Hall, Woodford St., every Saturday at 7 P. M.
J. F. Cramer Master
Louis Horner, L. Box 662 Secretary
J. J. Crofton, L. Box 318 Collector
J. Crofton, L. Box 318 Receiver
C. W. Jeffries Magazine Agent
- 9. FRANKLIN; Columbus, Ohio.**
Meets at 64 $\frac{1}{2}$ N. High St., first Monday and third Tuesday evenings.
F. W. Arnold, 644 E. Main St. Master
C. C. Coit, 204 Baird St. Secretary
N. T. Bynon, 325 Mt. Vernon ave. Collector
F. J. Kistler, 212, 214 South High St. Receiver
Leonard Lawrence, 49 Curtis Ave. Mag. Agent
- 10. FOREST CITY; Cleveland, Ohio.**
Meets 2d and 4th Tuesdays at 7 P. M., in Odd Fellows Hall, 52 Public Square.
J. F. Tousley, 192 Merchants ave. Master
A. G. Laubscher, Seward St., W. Secretary
T. P. Curtis, 41 West Madison St. Collector
John Crouse, 81 Penn St. Receiver
A. G. Laubschs, Seward St., West Cleveland Mag. Agent
- 11. EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays in Grimers Hall.
Ruben Tyndall Master
C. A. Stevenson Secretary
Oliver Kidney, 633 Main St. Collector
J. W. Sinclair, L. Box 96 Receiver
A. L. Vandegrift Mag. Agent
- 12. BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. J. Knauff, 61 Delaware Place Master
Wm. J. Bruman, 385 Swan St. Secretary
H. Adams, 252 Seneca St. Collector
F. H. Coe, 4 Hickory St. Receiver
A. S. Bickley, 367 Myrtle St. Magazine Agent
- 13. WASHINGTON; Jersey City, N. J.**
Meets 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M. Cor. Maple St., and Pacific Ave.
C. A. Wilson, 147 Pacific Ave. Master
Mellick Shick, 141 Pacific Ave. Secretary
P. C. Quick, Somerville, N. J. Collector
C. A. Wilson, 147 Pacific Ave. Receiver
D. M. Blake, 254 Communipaw Ave., Mag. Agent
- 14. EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. at 84 W. Washington St., fourth floor.
Wm. P. McBride, 485 E. Georgia St. Master
Wm. J. Hugo, 172 Blake St. Secretary
E. J. Kline, 635 North West St. Collector
Wm. J. Hugo, 172 Blake St. Receiver
W. R. Jones, 64 So. West St. Mag Agent
- 15. ST. LAWRENCE; Montreal, Canada.**
Meet in St. Charles Club Room, Point St. Charles.
James Murphy, 455 Wellington St, Point St. Charles, Montreal Master
James Ashcroft, 114 Congregation St., Point St. Charles, Montreal Secretary
W. F. Stocker, 127 $\frac{1}{2}$ Bourgeois St., Point St. Charles, Montreal Collector
H. J. Clarke, 40 $\frac{1}{2}$ Charron St., St. Gabriel, Montreal Receiver
H. J. Clarke, 40 $\frac{1}{2}$ Charron St., St. Gabriel, Montreal Mag. Agent
- 16. VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs Master
J. F. O'Reilly, 431 N. 4th St. Secretary
Henry Balesdorf, 203 N. 12th St. Collector
C. A. Bennett, 1004 N. 9th St. Receiver
E. W. Bundy, 702 N. 14 $\frac{1}{2}$ St. Magazine Agent
- 17. PINE RIDGE; Chadron, Neb.**
Meets 1st and 3d Sundays, at Masonic Hall.
W. M. Shirley, Box 341 Master
John White, Box 366 Secretary
John White, Box 366 Collector
R. Chandler, L. Box 307 Receiver
J. H. Butler, Long Pine, Neb. Magazine Agent
- 18. WEST END; Slater, Mo.**
Meets in I. O. O. F. Hall 1st and 3d Sunday nights.
E. A. Jones, Box 128 Master
C. S. Frazier, Box 186 Secretary
Greeley Olds Collector
J. Kinney, Box 154 Receiver
A. Disney Magazine Agent
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:00 P. M.
J. B. Cunningham, Box 8 Master
W. J. Patten, Box 8 Secretary
H. E. Huston, Box 8 Collector
J. S. Raitt, Box 8 Receiver
H. L. Huston Magazine Agent
- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 P. M.
Geo. C. Wells, Box 117 Master
W. R. Van Harten, Box 412 Secretary
Wm. Zerwick, Box 252 Collector
W. R. Van Harten, Box 412 Receiver
E. L. Flick Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M., at 902 So. 4th St.
Phil. C. Snyder, 712 S. Eighteenth St. Master
Eli Giclas, 1021 Gratton St. Secretary
Chas. Ladenberger, 800 Geyer Ave. Collector
W. A. Murphy, 944 Chouteau Ave. Receiver
Eli Giclas, 1021 Gratton St. Magazine Agent
- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
L. Sullivan, Box 367 Master
F. A. Bonner Secretary
Dan. O'Connor Collector
Jas. A. Gibson Receiver
George Brash Magazine Agent
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Mondays, over Wheeler's bank.
M. Stevens Master
J. H. Snoddy, Box 7 Secretary
J. S. Ott, Box 381 Collector
J. H. Snoddy, Box 7 Receiver
J. M. Morgan Magazine Agent
- 24. GREAT WESTERN; Parsons, Kansas.**
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
J. E. Powell, Box 144 Master
F. E. Green, Box 413 Secretary
J. G. Morris, Box 285 Collector
J. E. Powell, Box 144 Receiver
J. W. Terrell, Box 332 Mag. Agent
- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
T. W. Smith Master
George McCormick, Box 2 Secretary
H. C. Barron Collector
Simon Rogers Receiver
W. J. Webster Magazine Agent

- 34. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays in B. L. E. Hall.
A. E. Brown, Box 1057 Master
Thomas Williams Secretary
H. E. Mege Collector
C. W. Lambertson Receiver
C. A. Rich Magazine Agent
- 37. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d Sunday at 2:30 P. M. and 4th Mondays at 7:30 P. M. at Room 13 O'Hara's Block.
Fred. McArdle, 67 6th Ave. Master
S. D. Byers, 252 Third St., W. Secretary
J. L. Jennings, 328 G Ave., W. Collector
C. B. Everette, 46 avenue A. Receiver
J. H. McKenzie, 172 B. Ave. Magazine Agent
- 38. ELEPHANT; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
Chas. W. Baskins Master
John T. Stuart, Box 367 Secretary
W. H. Coleman, Box 214 Collector
A. M. Coffenberger Receiver
B. H. Stimson, Box 15 Magazine Agent
- 39. CRESSO GORDO; Mason City, Iowa.**
Meets 1st and 3d Tuesday evening of each month cor. Second and Main Sts.
Chas. S. Holman Master
J. H. Fulton, Box 706 Secretary
Mat Newbown Collector
J. H. Fulton, Box 706 Receiver
Stephen A. Trine Mag. Agent
- 40. CEDAR VALLEY; Waterloo, Iowa.**
Meets in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
E. T. Gregory, 514 Saxon St. Master
E. A. Corson, Box 1154 Secretary
E. T. Gregory, 514 Saxon St. Collector
E. A. Corson, Box 1154 Receiver
F. Fern, care J. C. R. R. shop Magazine Agent
- 41. L. E. CENTER; Atchison, Kansas.**
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
M. Warner, 10-1 Commercial St. Master
C. H. Salisbury, 108 Fourteenth St. Secretary
W. D. Foster, 130 N. Main St. Collector
Frank Johnson, 713 North st. Receiver
Chas. H. Norris, 7th St. Hotel Mag. Agent
- 42. BURDER; Ellis, Kansas.**
Meets Tuesday evenings at 7:30 in I. O. O. F. Hall.
G. M. McClure, Box 205 Master
J. L. Clark, Box 244 Secretary
A. M. Petrie, Box 103 Collector
T. J. Welsh, Box 107 Receiver
Harry Stigall Magazine Agent
- 43. SUCCESS; Trenton, Mo.**
Meets in O. R. C. Hall 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays at 7 P. M.
R. N. -uzg Master
Thomas Griffin, Box 145 Secretary
Wm. Echerizen Collector
F. White Receiver
F. Fischer Magazine Agent
- 44. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2:30 P. M. in Engineer's Hall, Fourth St.
John A. Lake, 419 Tenth Ave. Master
J. M. Wheeler, 515 Comanche Ave. Secretary
F. A. Kinch, 522 Seventh Ave Box 381 Collector
Geo. P. Smith, 412 Eleventh Ave. Receiver
Joseph F. Butler Mag. Agent
- 45. ARBOY; Amboy, Ill.**
Meets 1st and 3d Sundays of every month.
C. R. Rosier, Box 498 Master
J. F. Maloney, Box 589 Secretary
Nicholas Kastler Collector
J. J. Orchard Receiver
Warren Fessiden Magazine Agent
- 46. TIPPECANOE; Lafayette, Ind.**
Meets in Red Men's Hall at 2 P. M. Sundays.
J. E. Crusey, 94 Hartford St Master
G. H. Newburg, 160 N. Sixth St Secretary
W. H. Willoughby, 29 N. 8d St Collector
F. T. Kory, 29 N. 8d St Receiver
M. Howe, 78 Smith St. Magazine Agent
- 47. NEW HOPE; Centralia, Ill.**
Meets every Sunday at 2 P. M.
H. G. McCormick, Box 151 Master
W. D. Holton Secretary
W. D. Holton, Box 241 Collector
C. H. Randall Receiver
T. J. Prickett Magazine Agent
- 48. AVON; Stratford, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
Wm. O'Brien, Box 318 Master
J. T. Burke, Box 318 Secretary
Wm. O'Brien, Box 318 Collector
G. Nurey, Box 318 Receiver
Eugene A. Ball Magazine Agent
- 49. TWIN CITY; Rock Island, Ill.**
W. T. Clark, 3 8 Twentieth St Master
C. J. Dahl, 3052 9th Ave Secretary
C. J. Dahl, 3052 9th Ave Collector
J. O. Boyle Receiver
Carl Boltz, 3081 Fifth Ave. Magazine Agent
- 50. BLOOMING; Bloomington, Ill.**
Meets 910 W. Chestnut st., Tuesdays, at 7:30 P. M.
E. Browning, 714 1/2 W. Washington St. Master
W. Cavanaugh, 902 N. Lee St Secretary
C. W. Millsapugh Collector
W. Cavanaugh, 902 N. Lee St Receiver
Ed. J. Spreen, 608 N. Mason St., Magazine Agent
- 51. ONWARD; Dickinson, Dakota.**
Meets every Thursday at 7:30 P. M.
W. F. Cunningham, L. Box 215 Master
John Benedict Secretary
E. E. Hagan Collector
Joe Crosthwaite Receiver
E. E. Hagan Magazine Agent
- 52. ELMO; Madison, Wis.**
Meets in Good Templars Hall 2d and 4th Sundays.
M. O'Loughlin, 611 W. Dayton St Master
John Cashen, Cor. Clymer and Broom streets Secretary
Joseph Parish, Clymer St Collector
M. O'Loughlin, 611 W. Dayton St Receiver
Alfred Tyler, 821 University Ave Mag. Agent
- 53. ST. JOSEPH; St. Joseph, Mo.**
Meets 1st and 3d Thursdays at I. O. O. F. Hall, 10 Pacific St.
F. O. Porter, N. E. Cor. Thirteenth and Penn Sts Master
C. B. Wilson, 2203 S. Sixth St Secretary
J. Hyndman, 2218 S. Sixth St Collector
C. B. Wilson, 2203 S. Sixth St Receiver
C. B. Parker Magazine Agent
- 54. F. W. ARNOLD; East St. Louis, Ill.**
Meets alternate Tuesdays, at 7:30 P. M. in Jackson Hall on Missouri and Main sts.
T. J. Hayes, Box 375 Master
C. E. Long, Box 354 Secretary
John U. Roy Collector
Thos. Halpin Receiver
T. J. Hayes, Box 375 Magazine Agent
- 55. BOSE CITY; Little Rock, Ark.**
Meets in Quapaw Hall every Monday night.
Jept Stout, 816 W. Fifth St Master
Ed Chamberlain, 815 Water St Secretary
Thos. A. Howell, 1704 W. 3d St. Collector
George Emery, 1409 West 4th St Receiver
Ed Chamberlain, 815 Water St Mag. Agent
- 56. CAPITAL; Springfield, Ill.**
Meets at Engineers' Hall, 217 South 5th st, 1st and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st Master
A. D. Hensley, 911 E. Reservoir st. Secretary
J. Shafer, 416 Monroe st Collector
Thos. P. Walsh, 1424 South 7th st. Receiver
E. W. Rowland, 1217 E. Jackson St. Mag. Agent
- 57. TRIUMPHANT; Chicago, Ill.**
Meets 2d Monday evening and 4th Sunday afternoons in P. S. O. of A. Hall, 146 E. 22d St.
Thos. B. Deegan, 238 E. 22d St. Master
Chas. Sheekner, 187 E. 22d St., Flat 11 Secretary
Thomas Kenney, 144 17th St. Collector
Peter Schlackes, 1533 Michigan Ave. Receiver
Martin Creighton, 1436 Indiana Ave. Mag. Agent

43. **W. F. HYNES; Peoria, Ill.**
Meets in G. A. R. Hall 1st Saturday at 7:30 P. M.,
and 3d Sunday at 2 P. M.
A. G. Elbertson, 1024 N. Jefferson St. Master
Jos. V. Johnson, 702 Hulburt St. Secretary
W. A. McMillan, 211 New St. Collector
G. C. Watt, 617 1st St. Receiver
Jas. E. Dillon, 503 Frink St. Magazine Agent
49. **J. M. RAYMOND; Decatur, Ill.**
Meets 2d and 4th Sundays at 3 P. M., in Engineer's Hall, E. El Dorado St.
A. H. Sutton, 975 N. Water St. Master
Geo. Green, 1172 E. Marietta St. Secretary
Wm. H. Slater, 637 E. North St. Collector
Geo. Bashford, 730 N. Church St. Receiver
Wm. Langelt, 903 N. Morgan st. Magazine Agent
50. **GARDEN CITY; Chicago, Ill.**
Meets 1st and 3d Saturdays at 7:30 P. M.
H. W. Rouseup, 524 Fifty-sixth St. Master
John E. Davis, 5530 Butterfield St. Secretary
W. H. Green, 4337 State St. Collector
J. J. Coffey, 4234 Atlantic St. Receiver
G. W. Brislen, 4700 Wabash Ave. Mag. Agent
51. **FRISCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays of each month at
7:30 P. M. in Masonic Hall.
E. R. Harlan Master
Michael Gaffney Secretary
George Hasler Collector
C. H. Swingle Receiver
Chas. Schuler Mag. Agent
52. **GOOD WILL; Logansport, Ind.**
Meets every Sundays at 2 P. M., Cor. Fourth and
Market Sts.
H. C. Swadener, 1408 E. Broadway Master
E. H. Laing, 1423 E. Broadway Secretary
F. M. Will, 322 Fifteenth St. Collector
E. H. Laing, 1724 Smead St. Receiver
J. A. Holland, cor Illinois and
Indiana Sts. Magazine Agent
53. **EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays of each month in A.
O. U. W. Hall, cor. Fifth and Conn sts.
John Turnpugh, 2 Pine St. Master
Alvin Deen, Box 1196 Secretary
Jas. T. Bunt, 475 Neosho St. Collector
A. E. Pearce, L. box 1201 Receiver
W. R. Samuels, 524 Rural St. Mag. Agent
54. **ANCHOR; Moberly, Mo.**
Meet Tuesdays at 7 P. M. in Supplies Bros. Hall.
J. J. Evans, Box 542 Master
L. H. Kettler, Box 113 Secretary
James Scully, Box 543 Collector
James Dickson, Box 110 Receiver
J. S. Hannah, Box 1574 Mag. Agent
55. **BLUFF CITY; Memphis, Tenn.**
Meets 2d and 4th Thursday evenings, at No. 16
Johnson Ave.
Jacob Fuches, L. & N. Shops Master
John Spellman, L. & N. Shops Secretary
Jacob Wagner, L. & N. Shops Collector
Laurence Fox, L. & N. Shops Receiver
John H. Davis, 181 Seventh St. Mag. Agent
56. **BANNER; Stanberry, Mo.**
Meets every Saturday night at 7:30 P. M.
D. L. Collier Master
T. H. Robotham Secretary
D. L. Collier Collector
J. J. Smith Receiver
George Mock Mag. Agent
57. **BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays of each month at Odin
Hall, 47 Hanover st.
H. E. Stevens, 5 Davis St. Master
T. F. Haines, Ocean View St., Win-
throp, Mass Secretary
H. S. Allingham, 96 H St., So. Boston. Collector
C. A. Fisher, 32 E. Springfield St. Receiver
L. R. Stewart Mag. Agent
58. **SACRAMENTO; Rocklin, Cal.**
Meet every Monday in Masonic Hall at 1 P. M.
C. C. Brown Master
C. E. Warrington Secretary
C. E. Warrington Collector
M. H. Tuttle Receiver
M. H. Tuttle Magazine Agent
59. **ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday evening at 7:30.
M. N. Lines 313 Spring St., Pueblo Master
Wm. Walk, Block T, No. 59, Pueblo Secretary
F. E. Pearce, L. Box 439, Pueblo, Colo., Collector
M. C. Donnelly, 316 E. 2d St., Pueblo Receiver
R. S. McAlpin Mag. Agent
60. **UNITED; Philadelphia, Pa.**
Meets alternate Sundays at Dover Hall, Marshall
St. above Susquehanna ave.
B. F. Pettit, 2055 N. Ninth St. Master
Josiah H. Fettes, 2341 Dickinson st, 31st
Ward Secretary
Howard Reeder, 1943 Lawrence st. Collector
John A. Falls, 2224 N. 2d St. Receiver
J. R. Race, 521 Diamond St. Mag. Agent
61. **MINNEHAHA; St. Paul, Minn.**
Meets 2d and 4th Sundays of each month.
A. E. Carle, 120 Granite St. Master
P. McLaughlin, 78 Sycamore St. Secretary
A. E. Carle, 120 Granite St. Collector
H. L. Buckley, 120 Granite St. Receiver
Jas. Johnson, 608 Warren St. Magazine Agent
62. **VANBERGEN; Carbondale, Pa.**
Meets in Odd Fellows' Hall, 2d and 4th Sundays.
John P. McCawley Master
A. W. Banks, Box 479 Secretary
W. H. Brokenashier Collector
O. E. Histed, L. Box 855 Receiver
O. E. Histed, L. Box 855 Magazine Agent
63. **HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gid-
ding's hall, 24, E. Main st.
John Myers, Box 772 Master
H. J. Bohn, 501 E. Main St. Secretary
John Wakely, Box 772 Collector
John Myers, Box 772 Receiver
T. A. Hudson Mag. Agent
64. **SIOUX; Sioux City, Iowa.**
Meets 2d and 4th Sundays at 2:30 P. M. in K. P.
Hall.
A. J. Goodrich, 1801 Sixth st. Master
Jas. G. Clevenger, 606 Market St. Secretary
Sidney Weir, 1201 Fifth St. Collector
L. B. Cutting, St. James, Minn. Receiver
Warren Bennett. Mag. Agent
65. **FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
Jos. B. Neumeier Master
H. H. Richardson Secretary
J. A. Robinson Collector
W. D. Grimes Receiver
George Woskie Magazine Agent
66. **CHALLENGE; Belleville, Ontario.**
Meets in B. of L. F. Hall, 2d and 4th Sundays at
2:30 P. M.
Robert Milne, Belleville Station Master
Fred Link, Belleville Station Secretary
Wm. Logue, Box 9, Belleville Station. Collector
Tim Daly, Jr., Box 99, Belleville Station, Receiver
R. Snell Magazine Agent
67. **DOMINION; Toronto, Canada.**
Meets in I. O. O. F. Hall 2d and 4th Sundays at
2:30 P. M.
C. W. O. Dalby, 125 Augusta Ave. Master
Sidney Vaughan, 22 Clarence Square Secretary
Jas. Pratt, 73 Huron St. Collector
Sidney Vaughan, 22 Clarence Square Receiver
J. Pratt, 13 Huron St. Mag. Agent
68. **EAU CLAIRE; Altoona, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
Martin E. Cuddy Master
Timothy Anglin Secretary
M. E. Cuddy Collector
Pat Keating Receiver
E. A. Hamilton, Box 22 Magazine Agent

66. ISLAND CITY; Brockville, Ontario.

Meets every Thursday evening at 7:30 P. M. in the May-rill Block.
 John M. Phillips, Box 558 Master
 T. J. Beecher, Box 558 Secretary
 T. Shields, Box 558 Collector
 T. J. Beecher, Box 558 Receiver
 Benjamin Dickerson Magazine Agent

70. LOKE STAR; Longview, Texas.

Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
 J. C. Broderick, Box 411 Master
 I. H. Stout, Box 411 Secretary
 I. H. Stout, Box 411 Collector
 Jas. Rutledge, Box 411 Receiver
 C. W. Clayton Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall 2d and 4th Sundays at 3 P. M.
 Willard Robinson, L. Box 1183 Master
 John B. Ingalls Secretary
 R. W. Mills Collector
 Elmer Kerr Receiver
 George Bouck Magazine Agent

72. WELCOME; Camden, N. J.

Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
 Wm. Wiggins, 45 Cooper St. Master
 Geo. M. Kern, 552 So 4th St. Secretary
 Garret M. Western, 585 Bridge St. Collector
 Jas. L. Gibbs, Collinswood, N. J. Receiver
 Henry Harris, 448 Henry St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets 2d and 4th Sundays at 302 Main St.
 J. E. Johnson, 18 Castle St. Master
 Chas. A. Smith, 124 Central St. Secretary
 Geo. T. Craft, 45 Babbin St. Collector
 Chas. O. Sykes, 11 Howling St. Receiver
 E. A. Bragg, 8 Kilby St. Magazine Agent

74. KANSAS CITY; Kansas City, Mo.

Meets in Forrester's Hall alternate Mondays.
 D. McDonnell, 2114 Bellevue Ave. Master
 R. H. Wilson, Box 41, Armstrong, Kan. Secretary
 R. Haslett, 2117 Madison avenue Collector
 W. B. Roberts, 1441 Madison Ave. Receiver
 H. O. Draper, Station "A" Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets 1st and 3d Sundays at G. A. R. Hall, N. E. Cor. 39th and Market Sts.
 E. H. McFarland, 4059 Filbert St. Master
 W. H. Guthrie, 676 N. 34th St. Secretary
 Frank Dupell, 3821 Aspen St. Collector
 W. H. Guthrie, 676 N. 34th St. Receiver
 Frank Dupell, 3821 Aspen St. Magazine Agent

76. NEW ERA; Breckearidge, Minn.

Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
 Geo. W. Sebastian Master
 John C. Nolan, L. Box 235 Secretary
 W. C. Hall Collector
 C. S. Hurd Receiver
 Fred Whitbred, Box 84 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets every Thursday at 7:30 P. M., at 1525 Larimer St.
 Chas. D. Lane, 2846 Lawrence St. Master
 W. F. Brundage, 1216 Larimer St. Secretary
 Ed Sibley, 709 Curtis St. Collector
 W. F. Brundage, 1216 Larimer St. Receiver
 J. F. Nally, 2724 Arapahoe St. Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets 1st, 3d and 5th Saturdays at 7:30 P. M.
 T. C. Martin, 417 N. Summit St. Master
 E. K. Park, 510 Ohio St. Secretary
 W. N. Mitchell, 821 Randolph St. Collector
 Henry Myers, 3-8 Engineers' St. Receiver
 C. L. Van Etten, 1216 E. 5th St. Mag. Agent

79. J. E. BOBGE; Roodhouse, Ill.

Meets 1st and 3d Mondays and 2d and 4th Sundays, in Engineer's Hall.
 John Hyndman Master
 Chas. E. Stone Secretary
 Chas. E. Stone Collector
 James Downey, L. Box 74 Receiver
 J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday.
 John S. Slick, 447 Main St. Master
 W. B. Miller, 110 Main St. Secretary
 W. B. Miller, 110 Main St. Collector
 Frank G. Boomer, 261 South Ave. Receiver
 Fred E. Diamond, Tremont House Mag. Agent

81. PINE CITY; Brainerd, Minn.

Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. Hall, 6th st So.
 Thomas Riley, Box 1692 Master
 Geo. Watts, Box 1045 Secretary
 Paul Braden, Box 1723 Collector
 John Cullen, Box 1749 Receiver
 S. W. Green Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meet 1st Saturday evening and 3d Sunday afternoon of each month.
 Morgan E. Miller, 1214 Western Ave. Master
 W. A. Richmond, 820 N. Girard Ave. Secretary
 B. A. Bennett, 1116 Western Ave. Collector
 W. E. Richmond, 820 N. Girard Ave. Receiver
 Geo. E. Walker, 2130 Tenth Ave. So., Mag. Agent

83. TRINITY; Fort Worth, Texas.

Meets in Firemen's Hall every Friday at 8 P. M.
 I. M. Dean, L. Box 408 Master
 Chas. T. Elliott, L. Box 406 Secretary
 I. M. Dean, L. Box 408 Collector
 James Jay, Box 406 Receiver
 B. F. Page, L. Box 406 Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
 D. Coughlin, 56 East Hall St. Master
 Wm. Powell, 88 Bennett St. Secretary
 Thos. P. Contello, 85 E. Hall St. Collector
 E. C. Wilder, 50 Southern Ave. Receiver
 Chas. M. Byrd, 34 Irving St. Magazine Agent

85. FARGO; Fargo, Dakota.

Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
 Arthur Bassett, L. Box 1796 Master
 Geo. L. Sutherland, Box 962 Secretary
 W. W. Sturman, Box 825 Collector
 Rich. Roggeveen, L. Box 1026 Receiver
 J. T. Wantland, L. Box 1653 Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.

Meets Friday evening at 7:30 in K. L. Hall.
 John W. Costin Master
 Wm. Knoll Secretary
 Henry C. Bernard Collector
 Wm. Roth Receiver
 Chas. Reynolds Mag. Agent

87. SUMMIT; Rawlins, Wyoming.

Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
 J. A. Measures Master
 J. Doherty Secretary
 G. C. Jordan Collector
 P. Naughton Receiver
 Wm. Ross Magazine Agent

88. MORNING STAR; Evanston, Wyoming.

Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
 John O'Donnell Master
 Wm. Murray Secretary
 John O'Donnell Collector
 John Yount Receiver
 James Holt Magazine Agent

89. SILVER STATE; Carlin, Nevada.

Meets Tuesday in Engr's hall, at 8 P. M.
 C. H. Oliver Master
 Jesse Swaney Secretary
 Geo. English Collector
 C. H. Olliver Receiver
 Jesse Swaney Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in Odd Fellows Hall 1st and 3d Sundays.
 C. B. Lumsden, Box 645 Master
 Smith Taylor Secretary
 E. W. Nesbet Collector
 J. Culley Receiver
 G. A. March Mag. Agent

- 91. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 18th Sts.
Mat Rourke, 1855 Mission St. Master
Charles A. Crites, 248 Sixteenth St. Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
T. D. Manhire, 3748 Sixteenth St. Receiver
John Doyle, 537 Eighteenth St. Mag. Agent
- 92. FRONTIER CITY; Owego, N. Y.**
Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
M. H. Murphy, N. Y. O. & W. Depot . . . Master
Myrom H. Counsell, 16 E. 5th St. Secretary
Jas. Whalen, 280 W. 7th St. Collector
S. C. Forsyth, 166 W. Utica St. Receiver
S. C. Forsyth, 166 W. Utica St. Magazine Agent
- 93. GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
Geo. Waden, 507 Main St. Master
E. J. Concannon, 1007 Park St. Secretary
John Morgan, 1218 Reid St. Collector
John H. Carter, 507 Main St. Receiver
A. J. Eberwoll, 1218 Bank St. Magazine Agent
- 94. CAUTUS; Tucson, Arizona.**
Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L. F. Hall, Cor. Tool Ave. and Pennington St.
Wm. Patterson, Lock Box 218 Master
W. E. Butler, L. Box 218 Secretary
F. M. Blaney, L. Box 218 Collector
J. J. Lucev, L. Box 285 Receiver
J. C. Clancy, L. Box 218 Magazine Agent
- 95. CHICAGO; Chicago, Ill.**
Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month, at 9:30 A. M.
C. B. Johnson, 228 W. Indiana St. Master
Geo. Pace, 269 W. Kinzie St. Secretary
J. F. Cantlon, 142 Front St. Collector
E. W. Wallbaum, 224 Larrabee St. Receiver
Pat Grady, Lake Forest, Ill. Magazine Agent
- 96. ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays cor. Main and Fourteenth Sts.
Joseph Quinn, Box 239 Master
Frank Ray, Box 695 Secretary
Wm. King Collector
J. W. Chisholm, Box 465 Receiver
John Leibtag, Box 368 Magazine Agent
- 97. ORANGE GROVE; Los Angeles, Cal.**
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. J. Lawton, Box 72 Master
Geo. C. Morton, Box 72 Secretary
W. J. Grant, Box 72 Collector
Geo. C. Morton, Box 72 Receiver
F. B. Boyett Magazine Agent
- 98. PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday, at Engineers' Hall.
R. M. Toy Master
A. S. Noble Secretary
E. P. Hastings Collector
D. F. Creswell Receiver
F. R. Kramer Magazine Agent
- 99. ROCHESTER; Rochester, N. Y.**
Meets every Friday evening, at No. 83 Market St.
E. E. Pruyn, 41 First Ave. Master
D. A. Thompson, 816 Frank St. Secretary
M. M. Chadwick, 171 N. Union St. Collector
James Clark, 171 N. Union St. Receiver
Jas. A. Clark, 171 N. Union St. Mag. Agent
- 100. ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
P. J. Burke Master
A. M. Freeman Secretary
Woods L. Miller Collector
E. E. Hockersmith, Box 413 Receiver
W. H. Hawkins Magazine Agent
- 101. ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
J. F. Bryan, L. Box 319 Master
J. H. Murphy, L. Box 528 Secretary
J. W. Crouch, Box 288 Collector
J. F. Bryan, L. Box 319 Receiver
F. S. Templeton Magazine Agent

- 102. CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
F. S. Payne, 1221 Court Ave. Master
W. L. Carrs, 849 Thirteenth St. Secretary
John Loveless, 1203 Fillmore St. Collector
J. W. Combs, 1221 Buchanan St. Receiver
H. L. Wilson, Robertson block, room 7 Magazine Agent
- 103. FALLS CITY; Louisville, Ky.**
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Clark H. Rae, 1242 Twelfth St. Master
J. J. Lawson, 1108 12th St. Secretary
James White, 2110 W. Madison St. Collector
J. J. Lawson, 1108 12th St. Receiver
Jas. H. Patrick, 949 Tenth St. Magazine Agent
- 104. "OLD KENTUCKY;" Ludlow, Ky.**
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
H. G. Christinger, Box 76 Master
M. J. Connelly Secretary
Chas. Heimberger Collector
J. E. Doran, Box 76 Receiver
Chas. Heimberger Magazine Agent
- 105. PROGRESS; Galesburg, Ill.**
Meets 1st and 3d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
J. T. McDavid, 319 Day St. Master
Grant Westfall, 423 S. Academy St. Secretary
J. L. Nelson, 327 N. Seminary St. Collector
Fred W. Peterson, 18 W. 3d St. Receiver
U. G. Westfall, 423 S. Academy St. Mag. Agent
- 106. KEY CITY; Dubuque, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., over Master Mechanic's Office.
Jas. B. Smith, 1001 Lake St. Master
D. W. Mason, 438 High St. Secretary
J. E. Haynes, 235 High St. Collector
John P. Sandry, 162 High St. Receiver
C. G. Nelson, 522 N. Seminary St. Mag. Agent
- 107. ECLIPSE; Gallou, Ohio.**
Meets in Zimmermen's Hall every Thursday evening.
M. Dean Master
Ed. W. Armor, Box 701 Secretary
E. W. Armor, Box 701 Collector
J. A. Farnworth, Box 283 Receiver
Geo. Canaan, Box 398 Magazine Agent
- 108. PIONEER; Chama, New Mexico.**
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
Herman Berudt Master
Michael Hurley Secretary
F. L. Hindle Collector
J. C. McCabe, Box 8 Receiver
Edward Bradley Magazine Agent
- 109. PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St.
C. E. Amos, 2346 Mullamphy St. Master
W. M. White, 944 Chouteau Ave. Secretary
O. L. Dearing, 1603 Washington ave Collector
J. L. Pate, 3034 Rutger St. Receiver
J. L. Pate, 3034 Rutger St. Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 Master
C. P. Collins Secretary
Zeus Kirk Collector
Chas. F. Pillard, L. Box 236 Receiver
C. P. Collins Magazine Agent
- 111. BEACON; Mattoon, Ill.**
Meets in K. of L. Hall Sunday at 2:30 P. M.
C. J. Barleton, Box 50 Master
T. F. Barlett, Box 427 Secretary
O. C. Henry Collector
C. J. Singleton, Box 50 Receiver
Ben Newkirk Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets 1st and 3d Tuesdays in Helserman's Hall,
at 7:30 P. M.
S. R. Wild Master
John C. Branham Secretary
John C. Branham Collector
E. F. Lynch Receiver
Thos. F. Thickston Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
Ed. Anderson Master
Henry Lopus Secretary
Geo. Van Doozer, Camas Collector
Wm. H. Fach Receiver
K. G. Leaf, Orden, Utah Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets every Wednesday at 8 P. M.
W. R. McGuire, Box 440 Master
James N. Boggs Secretary
Michael Welch Collector
John Dunne Receiver
Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in The Temple of
Honor.
H. L. Briggs, Cor. 8th and Market Sts Master
J. H. St. inhoff, Avenue I, between 37th
and 38th Sts Secretary
G. E. Labitt, So. 25th, bet. Church and
Winnie Sts Collector
John Tarpy, Cor. H and 38th Sts Receiver
Jas. O'Neil, Broadway, between 38th
and 39th Sts Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets 1st and 3d Sundays in Engineers' Hall at
1:30 P. M.
Wm. A. Brown Master
Samuel Carson, Box 196 Secretary
J. N. Timens, Box 8 Collector
E. G. Hubbard, Box 127 Receiver
W. Renwick, Box 107 Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each
month in K. of P. Hall, Carling's Block, Rich-
mond St.
Robt. Hornaby, 154 Clarence St Master
Edwin S. Chapman, 151 Clarence St Secretary
J. T. Fletcher, 221 Maitland St Collector
John W. Cox, 358 Simcoe St Receiver
Robt. Lister, 411 Hill St Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall every Wednesday at 7:30
P. M. and 1st and 3d Sundays at 2 P. M.
James Law Master
T. R. Jackson Secretary
G. A. Pearson Collector
John Kelley Receiver
F. Druier Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alter-
nately, in English School Room.
W. H. Rougeau, I. C. Ry. Station Master
Wm. Carmichael, I. C. Ry. Station Secretary
James Foby, I. C. Ry. Station Collector
Wm. Carmichael, I. C. Ry. Station Receiver
W. H. Rougeau, I. C. Ry. Station Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets every Tuesday evening in Pike Block, Cor.
Fayette and Salina Sts.
K. F. McNulty, 2 Wall St Master
Simon Mangun, 196 Shomard St Secretary
L. G. Rousmon, 20 Pioneer St Collector
F. H. Livingston, 59 Jackson St Receiver
W. H. Jacobson, 224 Gifford St Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets 1st and 3d Sundays of each month at 3 P.
M. in Odd Fellows Hall.
F. E. Potter Master
Frank E. Hammer Secretary
George R. Quick Collector
William H. Smith Receiver
G. E. Seales Magazine Agent

122. H. B. STONE; Beardstown, Ill.

Meets every Tuesday evening at 7:30, on Main
street, over Eberwein's grocery store.
D. A. Sherman, Box 148 Master
Henry Henson, Box 397 Secretary
N. Hiltner, L. Box 49 Collector
Albert Sanks Receiver
E. J. Summers, Box 694 Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, Corner 14th and Doug-
lass Sts. every Wednesday at 8 P. M.
Albert Cole, 1818 Jackson St Master
F. W. Perkins, 1846 Chicago St Secretary
William Cummings, 1806 South 12th St, Collector
Albert Cole, 1818 Jackson St Receiver
E. S. Emmons, 1007 So. 11th St Magazine Agent

124. PILOT; Perry, Iowa.

Meets 2d and 4th Sundays, in Odd Fellows' Hall,
at 2:30 P. M.
H. A. Draper Master
T. F. Quinn, Box 585 Secretary
H. E. Graves Collector
M. D. Grady Receiver
M. D. Grady Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets 2d and 4th Sundays of each month in Room
15 South Center St, opposite new Court House.
J. M. Speers, 805 S Third St Master
H. C. Boggie, 604 E. Linn St Secretary
T. H. Meredith, 112 S. J Ave Collector
J. M. Larimer, 325 S. Third St Receiver
J. H. Crellin, 612 E. Linn St Magazine Agent

126. COMET; Austin, Minn.

Meets 2d and 4th Sundays of each month in
Hay's Hall.
W. A. Seales Master
O. C. Cornforth Secretary
August Olson Collector
O. C. Cornforth Receiver
August Olson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets 1st Tuesday and 3d Sunday, in Assinaboine
Hall, 133 Ross St.
John Wellington, 229 Ross St Master
W. H. Woods, 14 Patrick St Secretary
W. H. Woods, 14 Patrick St Collector
J. G. Jonah, 226 McWilliams St Receiver
W. H. Woods, 14 Patrick St Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets 1st and 3d Tuesdays at 7 P. M.
Arthur Todd Master
Daniel Sinclair, Box 55 Secretary
James McKenzie, Box 55 Collector
Samuel E. Burns, Box 55 Receiver
Douglas Westfall, Box 55 Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays.
R. E. Gorham, Box 422 Master
Thos. Faulkes, Box 126 Secretary
M. A. Harring, Box 525 Collector
J. S. Rogers, Box 422 Receiver
J. J. Kelly, Box 480 Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets 2d and 4th Sundays at 2 P. M. in Engineers'
hall.
C. S. McAuliffe, 561 Washington street Master
Peter F. Fox, 335 Barclay St Secretary
Jas. H. Brady, 321 Clinton St Collector
Thomas Dwyer, 335 Jackson St Receiver
Edward Summers, 99 Sixth St Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets 1st and 3d Fridays at 7:30 P. M. and 2d and
4th Sundays at 2:30 P. M. in Redfield's Hall.
George Hammond Master
R. S. Cochran, Box 121 Secretary
J. Luxan Collector
J. Luxan Receiver
J. Luxan Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.
Meets in Opera House 1st and 3d Sundays and
last Wednesday at 2 P. M.
W. J. Coleman, Box 7 Master
M. F. Murphy, Box 100 Secretary
Fisher Wressell Collector
John H. Howell Receiver
Lewis V. Roberts Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.
Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
M. E. Montgomery Master
W. G. Houghton, Box 10 Secretary
J. Haller, Box 47 Collector
Arthur Herider Receiver
J. C. Smith Magazine Agent

134. EASTMAN; Farnham, Quebec.
Meets 1st and 3d Sundays and 2d and 4th Mon-
days.
E. W. Gibson Master
H. E. Cowan Secretary
M. I. Spaulding Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.
Meets in Firemen's Hall 1st and 3d Tuesdays at
7 P. M.
E. A. Seegar, Box 184 Master
R. F. Lange, Box 184 Secretary
C. D. Smith, Box 184 Collector
R. F. Lange, Box 184 Receiver
F. Fitch, L. Box 184 Magazine Agent

136. J. SCOTT; Port Hope, Ontario.
Meets alternate Sundays at 2 P. M.
George Pratt, Box 186 Master
Wm. Rodgers Secretary
Joseph Kelcher Collector
L. McIntosh, Lindsay P. O., Ontario Receiver
J. Jefferies Magazine Agent

137. PROTECTION, Eldon, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P.
hall.
L. C. Allen Master
J. T. Hull, Box 196 Secretary
Geo. W. Trott Collector
A. Shunterman Receiver
F. James Magazine Agent

138. UNION; Freeport, Ill.
Meet in A. O. U. W. Hall 2d and 4th Sundays at
2 P. M.
James A. Flack Master
Sam Shaunnassy, 16 Crocker St Secretary
John Guhin, Box 1597 Collector
Sam Shaunnassy, 16 Crocker St Receiver
Wm. A. Brubaker, 10 State St. Magazine Agent

139. MT. WHITNEY; Tulare, Cal.
Meets in Schultz's Hall 1st and 3d Sundays and
2d and 4th Fridays at 2 P. M.
Wm. Allen, Box 81 Master
George Landes, Box 31 Secretary
L. J. Whyers, Box 31 Collector
J. J. Norton, Box 31 Receiver
L. H. Whyers, Box 31 Magazine Agent

140. MOUNT OURAY; Salida, Colo.
Meets every Monday at 7:30 P. M., in Fraternity
Hall.
A. K. Brown, Box 599 Master
L. W. Jones, Box 122 Secretary
J. W. Hardy, L. Box 399 Collector
S. D. Alger, Box 599 Receiver
E. F. Zimmerman, Box 39 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.
Meets in Grand Army Hall every Wednesday at
7:30 P. M.
A. J. Kohler, 34 Allen St Master
H. Westerman, 20 W. Lewis St Secretary
C. F. Sweeney, cor. Holton Ave. and
Fisher St Collector
W. R. Fredricks, 415 Lafayette St. Receiver
T. E. Short, 193 W. Main St. Magazine Agent

142. C. R. WHIPPLE; Toledo, Ohio.
Meets 1st and 3d Sundays at 1:30 P. M. and 2d
and 4th Thursdays at 7 P. M. at 245 St. Clair St.
John Rapparie, cor. Collinwood Ave and
Vance St Master
G. W. Nesper, 420 Broadway Secretary
L. H. Heeman, 130 Segure Ave Collector
G. W. Nesper, corner of Broadway and
Knopp St Receiver
B. I. Ross, Penn. engine house Mag. Agent

143. E. C. FELLOWS; West Oakland, Cal.
Meets in Odd Fellows' hall, cor. 11th and Frank-
lin sts., Oakland, Cal., 2d and 4th Wednesdays.
T. J. Roberts, 1218 Eleventh Ave. Master
J. W. Littlejohn, Berkley Alameda, Co. Secretary
Ed Johnson, 916 Wood St Collector
F. B. Hall, West Oakland P. O. Receiver
E. E. Cushing, 861 Myrtle street,
Oakland, Cal Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.
Meets 1st Saturday at 8 P. M. and 3d Sunday at
2 P. M. in Patterson's Hall, I. C. R. Depot.
John Morton Master
Wm. A. 'homon Secretary
Wm. Bastin Collector
John Devereaux Receiver
Wm. Smallwood Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.
Meet every Wednesday at 2:30 P. M. in Jones'
Hall, 601 Austin St.
H. M. Brown, 818 Ave. D Master
Robt. Nicholson, No. 5 Eighth St Secretary
Robt. Nicholson, No. 5 Eighth St Collector
H. M. Brown, 818 Ave. D Receiver
J. D. Pereira, 1613 W. Commerce St., Mag. Agent

146. BAYOU CITY; Houston, Texas.
Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th
Mondays at 2 P. M.
John F. Broughton, S. P. Ry. Master
Chas. D. Sedgwick, H. E. & W. T. Ry Secretary
F. M. Betris, 5 Murray St Collector
Fred Keeler, S. P. R. R. Shops Receiver
J. W. Manderville Magazine Agent

147. MIDLAND; Temple, Texas.
Meet every Monday at 8:00 P. M.
R. Robinson, Box 105 Master
C. Sweeney, Box 105 Secretary
Thos. H. Boyd Collector
James Conney Receiver
W. R. Brown Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.
Meets every Friday at 7:30 P. M. in K. of P. Hall.
B. Voss, Box 1342 Master
M. Hogan, Box 1342 Secretary
R. T. Suher, Box 1342 Collector
Thomas Frazer, Box 1342 Receiver
M. L. Way, Box 1342 Magazine Agent

149. JUST IN TIME; New York, N. Y.
Meets 2d and 4th Saturdays at 8 P. M., at 110 East
125th street.
F. C. Donigan, 2462 Eighth Ave. Master
P. A. Donahue, 311 W. 55th St Secretary
Sam. Loasby, 2507 Eighth Ave Collector
P. Witzel, 400 E. 121st St Receiver
P. Witzel, 400 E. 121st St Magazine Agent

150. S. M. STEVENS; Marquette, Mich.
Meets 2d and 4th Sundays at 2 P. M., in Mack's
Hall, cor. Washington and 3d sts.
L. L. Hood, Room 8, Gregory Block,
W. Washington St., Marquette, L. S.,
Mich Master
Arthur Bishop, 146 Main St Secretary
Fred Brown, Marquette, L. S., Mich Collector
Chas. Zryd, Marquette, L. S., Mich Receiver
Chas. Zryd, Marquette, L. S., Mich Mag. Agent

151. MAPLE LEAF; Hamilton, Ontario.
Meet 1st and 3d Sundays at 2:30 P. M.
James Oliver, N. & N. W. Ry Master
Wm. Broughton, 14 Inebury St. So Secretary
James Painter, 12 Crook St Collector
Wm. Broughton, 18 Inebury St. So Receiver
John McColl, 17 Crook's Street Mag. Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Odd Fellow's Hall 1st and 3d Sundays.
 E. L. Jacoby, Box 605 Master
 John C. McDonald, Box 662 Secretary
 Fred Mainex, Box 902 Collector
 Thos. Price, Box 763 Receiver
 Fred C. McDonald, Box 662 Magazine Agent

153. E. C. LOEB; Fort Scott, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
 G. K. Bates, 123 N. Barbee St. Master
 Alexander Barr, 1126 Oak St. Secretary
 G. K. Bates, 123 N. Barbee St. Collector
 John Haggart Receiver
 W. F. Strode, 216 So. Barbee St. Mag. Agent

154. McKEN; Ottawa, Kansas.

Meets in K. P. Hall on 2d and 4th Sundays at 2 P. M.
 W. L. Miller, Box 432 Master
 A. L. Beardsley, 810 King St. Secretary
 W. R. Knickerbocker Collector
 Arthur Hill Receiver
 W. D. Frisby, 637 Ann St., Wyandotte Kan Mag. Agent

155. TEXAS BELLE; Greenville, Texas.

Meets every Friday at 7:30 P. M.
 E. H. Sims, L. Box 164 Master
 W. K. Scott Secretary
 L. Ryan, L. Box 92 Collector
 W. E. Scott Receiver
 Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
 M. P. Gibson, Box 256 Master
 J. H. Coleman, Box 256 Secretary
 L. T. Branham, Box 256 Collector
 R. F. Wright, Box 256 Receiver
 B. S. Bendy, Box 256 Magazine Agent

157. ECHO; Pera, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 John Mallin, Jr. Secretary
 F. A. Mills Collector
 B. E. Flaherty Receiver
 G. N. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., upstairs.
 Tim. Teaben, 447 Clinton St. Master
 J. Nopper, 217 Crogan st. Secretary
 E. Heldenrich, 124 Hastings St. Collector
 J. Nopper, 217 Crogan St. Receiver
 A. Edmlston, 256 Lafayette St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets every Saturday at 7:30 P. M., at Simmons' Hall, cor. Sumner and Union Sts.
 J. B. Fry, 124 Stevenson St. Master
 G. F. Duttlinger, 1030 S. Cherry St. Secretary
 T. J. Fitzgerald, N. & C. Round House. Collector
 P. G. Harrison, 55 Stevens Ave. Receiver
 W. D. Blodson, 11 Joseph Ave. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, Third and Main Sts., 2d and 4th Sundays at 2 P. M.
 Morris Hoffman, 305 Olive St. Master
 Edgar G. Hitch, 931 Canal St. Secretary
 Robert T. Skinner, 519 Harriet st. Collector
 John K. Taylor, 109 Lincoln Ave. Receiver
 Jerry Burke, 606 S. 8th st., Terre Haute, Mag. Agent

161. HERALD; Burlington, Iowa.

Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
 L. E. Humpton, 916 Wells St. Master
 Chas. E. Turner, 413 South Main St. Secretary
 E. Coughlin, 413 Maple St. Collector
 B. W. Bowler, Round House Receiver
 E. Ernest, Cor. 3d and Locust St. Mag. Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Wednesday at 7:30, and 1st Sunday at 2 P. M.
 D. F. Wagner, 206 Fourth St. Master
 Chas. E. Platt, 211 Third St. Secretary
 D. F. Wagner, 206 Fourth St. Collector
 A. E. Gordon, 236 Beardsley Ave. Receiver
 F. Roderick, 1005 So. 2d St. Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets every Friday at 7 P. M., at Masonic Hall.
 Tim Carder Master
 DeWitt Hope, Box 56 Secretary
 D. Hope, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 J. Flaherty Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
 S. E. Moshammer Master
 C. E. Blair Secretary
 R. H. Murch Collector
 J. J. Derek, Box 202 Receiver
 W. H. Weber, Box 324 Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 W. H. Dailey Master
 G. W. Adams Secretary
 Geo. B. Richardson Collector
 A. J. Broughton Receiver
 J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday evening
 W. G. Cox Master
 F. Zappenfield, Box 523 Secretary
 C. W. Hammond Collector
 C. C. Robertson, Box 844 Receiver
 P. F. Murphy, Box 378 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in I. O. O. F. Hall 1st and 3d Mondays.
 J. W. Reedy, Albina, Ore. Master
 Wm. Birckett, Box 242 Secretary
 G. A. Ferguson, L. Box 332 Collector
 Jno. Belat Receiver
 G. A. Ferguson, L. Box 332 Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:30 P. M.
 J. J. Brown, 311 Rose st. Master
 Frank Krause, Portage, Wis. Secretary
 J. P. Rolleson, Portage City Collector
 Thomas Cawley, 522 Mill st. Receiver
 J. J. Brown, 311 Rose st. Magazine Agent

169. H. G. BEBOOKS; Hornellsville, N. Y.

Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
 C. S. Graham 31 S. Division St. Master
 W. N. Kelly, 20 Oak St. Secretary
 H. S. Hynes, 45 Hill St. Collector
 A. H. Spencer, 18 Elm St. Receiver
 M. S. Hendee, Friendship, N. Y., Magazine Agent

170. PRAIRIE; Huron, Dakota.

Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
 T. Walter Bandy Master
 Geo. E. Coon, Box 909 Secretary
 L. L. Neffling, Box 784 Collector
 Jos. C. Graff, Box 168 Receiver
 W. A. Brown Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
 F. M. White, Box 64 Master
 D. W. Duncan, Box 167 Secretary
 T. W. Hennessy, Box 167 Collector
 F. M. White, Box 64 Receiver
 Thos. Hennessy Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays.
 T. W. Turner, 544 Wellington St. Master
 J. G. Armstrong, Richmond Lodge Secretary
 Starr Stewart, 544 Wellington St. Collector
 John Cross, C. P. R. shops Receiver
 Alex. McCuaig, 56 Ottawa St. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets every Sunday at 7:30 P. M. in B. of L. F. hall.
 H. Helde Master
 T. J. Carter Secretary
 John C. Bull, Williams, Ariz. Collector
 C. F. Evans, Coolidge, Kan. Receiver
 E. W. Davis Magazine Agent

- 174. HARRISBURG; Harrisburg, Pa.**
Meets Cor. Third and Cumberland Sts. over Merchants' Bank, 2d and 4th Sundays at 1 P. M.
Wm. H. Mo. no. 1504 N. 6th St. Master
Harvey O. Motter, 438 Keiker St. Secretary
H. J. Roberts, 508 Riley St. Collector
Rush Graham, 1320 Margaretta st. Receiver
Wm. H. Morne, 1708 Penn. ave. Magazine Agent
- 175. TAYLOR; Newark, Ohio.**
Meets in Donovan's Hall every Wednesday at 7 P. M.
A. A. Hickerson, 53 N. First st. Master
John Adkins, Box C Secretary
W. R. Stone, Box C Collector
John Adkins, Box C Receiver
W. R. Stone, Box C Magazine Agent
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays of each month
A. G. Turley, Box 61 Master
C. H. Porter, Box 41 Secretary
C. H. Porter, Box 41 Collector
W. F. Gorman, Box 295 Receiver
C. H. Porter, Box 41 Magazine Agent
- 177. SUNNET; Marshall, Texas.**
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
H. L. Morton, Box 214 Master
G. M. Lovett Secretary
H. M. Worthington, Box 214 Collector
Jas. Fink Receiver
H. M. Worthington, Box 214 Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets in Emporium Hall Tuesdays, at 8 P. M.
Wm. Burrows, 840 W. South Temple St. Master
W. J. Horne, 18 Third W. St. Secretary
Henry Junkeman, 558 Third South St. Collector
Geo. M. Edwards, Box 586 Receiver
Arthur Roberts, 150 So. 6th, West St., Mag. Agent
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays.
W. Spobr, Box 6 Master
J. K. Robinson, 730 N. Tenth St. Secretary
Geo. Hinkle, Box 430 Collector
J. K. Robinson, 730 N. 10th st. Receiver
I. M. Freese, 131st. bet. V and W St. Mag. Agent
- 180. THREE STATES; Cairo, Ill.**
Meets cor. 12th st. and Washington Ave., 2d and 4th Sundays
J. C. O'Connell, 308 Twenty-First St. Master
M. S. Egan Secretary
M. J. Kiley, 714 Cedar St. Collector
J. A. Jaackel Receiver
J. C. O'Connell Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
Thomas Farley Master
Alex. Hobson Secretary
Thomas H. Cosford Collector
James Nicholson Receiver
Alex. Dunbar Magazine Agent
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
John Ford, 461 W. 18th St. Master
A. H. Gifford, 350 W. 17th St. Secretary
W. E. Ross, 63 W. Thirteenth St. Collector
Chas. Fitzmorris, 63 W. 13th St. Receiver
Chas Fitzmorris, Sharpville, Mercer Co. Pa. Magazine Agent
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets in Engineer's Hall alternate Thursday evenings.
J. M. Gaines, Box 152 Master
S. A. Hohman, Box 32 Secretary
W. T. Wade Collector
H. I. Miller, Box 154 Receiver
D. A. Carver, Box 301 Magazine Agent
- 184. LINA; Lima, Ohio.**
Meet 2d and 4th sundays at 1:30 P. M. in Irish Block.
E. L. Melhorn Master
W. J. Dunn, 178 S. Jackson St. Secretary
Joe Bowsher, Box 777 Collector
J. E. Meyers, 123 W. Kirby St. Receiver
Wesley Kerchine Magazine Agent
- 185. FIDELITY; Delphos, Ohio.**
Meets in Beyer's Hall every Sunday at 2 P. M.
A. E. Roebuck, Box 811 Master
J. F. Hallsey, Box 811 Secretary
B. Crimer Collector
A. J. Hogarth, Box 811 Receiver
J. B. Grove, Box 143, Delphos, O. Magazine Agent
- 186. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 3834 State St., 1st and 3d Sundays of each month.
G. W. Blackburn, 356 Forty-third St. Master
Henry Heringer, 432 Root St. Secretary
J. E. Callaghan, 2538 Butterfield St. Collector
Wm. Stack, 2828 Shields ave Receiver
F. J. Northup, 1622 Wabash Ave Mag. Agent
- 187. LITTLE GIANT; Charleston, Ill.**
Meets in Firemen's Hall 1st and 3d Sundays.
Harry Douglass Master
Samuel Prater Secretary
Harry Douglass Collector
J. F. McDougal Receiver
Morgan Callahan Magazine Agent
- 188. S. S. WEBBELL; Chicago, Ill.**
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W. Lake St.
E. P. Tobias, 27 N. Oakley street Master
Wm. O. Cleveland, 100 Washtenaw ave., Secretary
Geo. P. Smith, 42 Artesian ave Collector
H. Price, 1019 A. Fulton st Receiver
L. L. Gay, 1009 Fulton st Magazine Agent
- 189. BALDWIN; Ft. Howard, Wis.**
Meets every Sunday in Nau's Block, Green Bay, George Harten, Green Bay, Wis. Master
C. F. Hall, L. Box 321, Green Bay, Wis. Secretary
George Harten, Green Bay, Wis. Collector
Martin Sheehy, Green Bay, Wis. Receiver
J. F. O'Conner, Box 449 Magazine Agent
- 190. FERGUSON; Mitchell, Dakota.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
William M. Smith, Box 677 Master
Charles Woodman Secretary
Edward Smith, Sanborn, Iowa Collector
Emmet Wentworth, Sanborn, Iowa Receiver
Edward Smith, Sanborn, Iowa Magazine Agent
- 191. CUNTER; Livingston, Montana.**
Meets every Wednesday at 7:30 P. M., at Thompson's Hall.
W. T. Field, L. Box 54 Master
Wm. F. Koontz, L. Box 54 Secretary
M. K. Mayhew, L. Box 54 Collector
E. J. Healey, L. Box 54 Receiver
J. Martin, L. Box 54 Magazine Agent
- 192. MT. TACOMA; New Tacoma, Washington Ter.**
Meets 2d and 4th Sundays of each month.
C. W. Tullis, Portland, Oregon Master
F. M. Sisson Secretary
J. M. Hughes Collector
J. S. Moss Receiver
J. M. Hughes Magazine Agent
- 193. J. B. MAYNARD; Albina, Oregon.**
Meet in Hill's Hall, 2d and 4th Sundays.
J. R. Clark, E. Portland, Oregon Master
H. W. Hall, Box 287, East Portland, Oregon Secretary
D. J. Byrne, Box 287 East Portland; Oregon Collector
H. W. Hall, Box 287, East Portland, Oregon Receiver
J. R. Clark, E. Portland, Ore Magazine Agent
- 194. BONANZA; Missoula, Montana.**
Meets every Monday night in I. O. O. F. Hall
C. H. March, Box 45 Master
E. L. Hollister, L. Box 24 Secretary
Milton Cheney Collector
H. W. Smith Receiver
Samuel Gardner Magazine Agent
- 195. RE-ECHO; Montpelier, Idaho.**
Meets in K. of L. Hall Fridays, at 7:30 P. M.
S. L. Wysong Master
J. E. Toner Secretary
Ed. Purtell Collector
James Duffy Receiver
James Duffy Magazine Agent

194. CLOUD CITY; Leadville, Colo.

Meets at 514 Harrison Ave., every Tuesday.
 Wm. Braden, 204 W. 5th St. Master
 S. W. Burdick, Box 840 Secretary
 W. S. Amberson, Box 890 Collector
 A. A. Huddleston, Box 890 Receiver
 George Moore, Box 850 Magazine Agent

197. RIVERSIDE; Navaana, Ill.

Meets 1st and 3d Sunday of each month.
 Clarence Latham, Box 446 Master
 Ira Hurliss, Box 79 Secretary
 Hiram Hicks, Box 79 Collector
 W. K. Lord, Box 147 Receiver
 Ira Hurliss Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 T. H. Sheppard Master
 F. P. Mitchell, Box 95 Secretary
 R. A. Crane Collector
 E. E. Bishop, Box 765 Receiver
 E. E. Bishop, Box 765 Magazine Agent

199. NARONING; Youngstown, Ohio.

Meets every other Sunday evening in Union
 Veteran Hall, Federal Street.
 John Reynolds, Emily St. Master
 J. B. Mawby Secretary
 J. B. Mawby Collector
 Chas. Stanfield, 306 North Watt St. Receiver
 J. B. Reese, 1235 Emma St. Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.

Meets every Monday evening at 7:30 in B. of L.
 E. Hall.
 M. R. Curry, Box 210 Master
 P. McHale, N. O. & N. E. Shops Secretary
 Jerry Finn Collector
 Jas. Casberry Receiver
 Richard Brothers Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets 1st and 3d Wednesday nights of each
 month in K. of P. Hall
 D. W. Shea Master
 J. L. Jones Secretary
 Tim Coughlin Collector
 J. L. Jones Receiver
 J. D. Bledsoe Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall 1st Sundays at 2 30 P. M.,
 and 3d Mondays at 7 P. M.
 Smet A. Barker, Box 1231 Master
 C. W. Sanders, Box 1231 Secretary
 Albert Maunsell, Box 1231 Collector
 Frank Willis, Box 1231 Receiver
 C. W. Sanders Box 1231 Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets every Friday at 7:30 P. M.
 Thomas Cunningham, Box 70 Master
 W. K. George Secretary
 M. W. Smith Collector
 Frank Whiteman, Box 26 Receiver
 F. Wheterman, Box 26 Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets at Stacy Hall, ever, Monday at 7 P. M.
 Chas. F. King Master
 L. D. Roberts, L. Box 165 Secretary
 Ambrose Donigan Collector
 L. D. Roberts, L. Box 165 Receiver
 W. B. Williamson Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets 2d and 4th Sundays at 2 P. M., in A. O. U.
 W. Hall.
 George Atherton, 228 Kline St. Master
 Chas. A. Marsh, 718 Hancock St. Secretary
 Chas. Riddle, 127 Adams st. Collector
 J. R. Musselman, 623 Banner St. Receiver
 John Symington, 207 Hancock St. Mag. Agent

206. LOYAL; Meadville, Pa.

Meets in Arcanum Hall 1st and 3d Thursdays,
 and 2d and 4th Wednesdays.
 T. R. Taylor Master
 A. K. McFarland Secretary
 George Kebert Collector
 Alphonse Vinium Receiver
 T. R. Taylor Magazine Agent

208. KEYSTONE; Susquehanna, Pa.

Meets in C. M. B. A. Hall; alternate Tuesday
 and Saturday evenings.
 Charles A. Allen Master
 J. J. Lannan, Box 131 Secretary
 Martin Griffin Collector
 Daniel Cregan Receiver
 C. A. Allen Magazine Agent

209. SARATOGA; Whitehall, N. Y.

Meets alternate Sundays in Arcade Building.
 W. R. Combs Master
 D. H. LaCrosse, Box 366 Secretary
 H. W. Collins, Box 274 Collector
 Thos. Durnal Receiver
 W. C. Holloway Magazine Agent

210. 18-K; Schenectady, N. Y.

Meets eve y other Thursday in McCamus' Hall.
 J. E. Van Vranken, Box 497 Master
 Charles R. Weeks, Box 497 Secretary
 Homer Egniar, Box 646 Collector
 Timothy Smith, Box 497 Receiver
 John W. Vrooman Box 497 Magazine Agent

211. ONOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.
 S. F. Milheim, 436 Center St. Master
 W. H. McCormick, 425 Delaware St. Secretary
 J. R. Morris, Wilkes Barre St., near Cor.
 Lehigh St. Collector
 A. J. Micklef, 725 Berwick St. Receiver
 E. A. Seek, 823 Berwick St. Magazine Agent

212. EMPIRE; Watertown, N. Y.

Meets in Good Templars Hall 2d and 4th Sun-
 days.
 T. H. Lynch, 101 Factory St. Master
 H. A. French, 4 Cedar St. Secretary
 H. A. French, 4 Cedar St. Collector
 T. H. Lynch, 101 Factory St. Receiver
 C. B. Walker, 71 Arsenal St. Magazine Agent

213. WENT SHORE; Frankfort, N. Y.

Meet every Tuesday evening in Joslin Block.
 M. J. Melroy Master
 James Zollner Secretary
 Wm. Weller Collector
 B. Flansburg Receiver
 D. P. Gillen, Canajoharie, N. Y. Mag. Agent

214. ORIOLE; Baltimore, Md.

Meets in Lehman's Hall, 861 Garden St., 2d and
 4th Sundays.
 Bert E. Wilhelm, 1608 Latrobe St. Master
 John Garrick, 1901 Oak St. Secretary
 R. L. Carnan, 3 8 E. Lanval street. Collector
 J. N. Jones, 1100 Barclay St. Receiver
 F. Gibbons, 1346 Wirt St. Magazine Agent

215. EAST ALBANY; East Albany, N. Y.

Meets in Vaughn's Hall 2 and 4th Sundays at
 12:40 P. M.
 W. K. Taber, 223 Fourth St. Master
 J. W. Reed, 92 Second St. Secretary
 C. P. Lowell, 855 Broadway, Greenbush,
 N. Y. Collector
 F. P. Brookaby, 80 Washington St., Green-
 bush, N. Y. Receiver
 C. P. Lowell, 855 Broadway, Greenbush,
 N. Y. Magazine Agent

216. W. A. FOSTER; Fitchburg, Mass.

Meets 2d and 4th Sunday in each month in
 Grand Army Hall, at 11:30 A. M.
 Geo. W. Alden, 94 Mt. Vernon St. Master
 O. A. Pope, F. R. R. Engine House,
 Fitchburg, Mass. Secretary
 W. H. Cowe Collector
 Geo. W. Alden, 94 Mt. Vernon st. Receiver
 O. A. Pope, F. R. R. engine house Mag Agent

217. HEADLIGHT; Brazil, Ind.

Meets in K. of P. Hall on 2d and 4th Sunday af-
 ternoons.
 W. K. Larr, Box 242 Master
 Elmer P. Collins Secretary
 G. L. Cook Collector
 W. S. Cook Receiver
 Wm. F. Hartman Magazine Agent

MISCELLANEOUS DIRECTORY.

Brotherhood of Locomotive Engineers.

P. M. Arthur Grand Chief Engineer
 T. S. Ingraham First Grand Engineer
 D. Louis Everett Second Grand Engineer
 H. C. Hays First Grand Assistant Engineer
 Will meet in twenty-fifth annual convention at
 Richmond, Va., Wednesday, October 17th, 1888.
 GENERAL OFFICES:—Room 5, Blackstone Block,
 Seneca street, Cleveland, Ohio.

Order of Railway Conductors.

C. S. Wheaton Grand Chief Conductor
 Edmund B. Cowan, Assistant Grand Chief Conductor
 Wm. P. Daniels Grand Secretary and Treasurer
 Will meet in twentieth annual convention at To-
 ronto, Ontario, Tuesday, May 8th, 1888.
 GENERAL OFFICES:—Cedar Rapids, Iowa.

Yard Masters' Mutual Benefit Association.

Edwin M. Carter President, Wilmington, Del.
 Thos. G. Gresham First Vice President, Atlanta, Ga.
 William Blow Second Vice President, Windsor,
 Ontario.
 Joseph Sanger Grand Secretary and Treasurer,
 Indianapolis, Ind.
 William Baird Corresponding Secretary, Phila-
 delphia, Pa.
 Will meet in fourteenth annual convention at
 Richmond, Va., Wednesday, June 13th, 1888.

Brotherhood of Railroad Brakemen.

S. E. Wilkinson Grand Master Galesburg, Ill.
 W. G. Edens Vice Grand Master, Bucyrus, Ohio
 Ed. F. O'Shea Grand Secretary and Treasurer,
 Galesburg, Ill.
 L. C. Foster, Jr. Grand Organizer and Instructor,
 Ithaca, N. Y.
 Will meet in fifth annual convention at Columbus,
 Ohio, Monday, October 15th, 1888.
 GENERAL OFFICES:—Galesburg, Ill.

Switchmen's Mutual Aid Association.

James L. Monaghan Grand Master
 Frank Sweeney Vice Grand Master
 James L. Monaghan Grand Organizer and In-
 structor.
 Wm. A. Simarott Grand Secretary and Treasurer
 Will meet in third annual convention at St. Louis,
 Mo., Thursday, September 20th, 1888.
 GENERAL OFFICES:—Room 19, No. 164 Washington
 street, Chicago, Ill.

LADIES' SOCIETIES B. OF L. F.

1. GOOD ENDEAVOR; Stratford, Ontario.

Meets 1st and 3d Wednesdays.
 Mrs. E. A. Ball President
 Mrs. M. Tuxton Vice President
 Mrs. W. E. Brooker Secretary
 Mrs. G. Nursey Treasurer

2. LADIES' AID; Phillipsburg, N. J.

Meets first Sunday in each month at 2:30 P. M.,
 Grinner's Hall.
 Mrs. C. Wilson President
 Mrs. R. Hill Vice President
 Mrs. M. Teel Secretary
 Mrs. T. R. Weberry Treasurer

4. PROGRESSIVE; Grand Rapids, Mich.

Meets each month at No. 18 Wennam avenue, at
 2:00 P. M.
 Mrs. A. E. Geary, 40 Ninth avenue President
 Mrs. F. G. Kough Vice President
 Mrs. H. W. Norris, 59 River avenue Secretary
 Mrs. G. P. Downey, 18 Wennam ave. Treasurer

5. HARMONY; St. Louis, Mo.

Meets every two weeks.
 Miss Ella Van Horn President
 Miss Laura Van Horn Vice President
 Mrs. C. E. Amos, 2346 Mullinaphy St. Secretary
 Miss Sophia Lullman Treasurer

6. HALLSTEAD; Hallstead, Pa.

Mrs. Wm. O. Weld President
 Mrs. A. M. Sikes Vice President
 Mrs. J. H. Moran Secretary
 Mrs. Frank J. May Treasurer

7. J. J. LANNON; Susquehanna, Pa.

Mrs. Chas. Auderson President
 Mrs. John Keese Vice President
 Mrs. M. Keme Secretary
 Mrs. J. J. Lannon Treasurer

8. FRIENDLY; Garrett, Ind.

Meets every two weeks.
 Mrs. M. E. Stoner President
 Mrs. Lizzie Abrams Vice President
 Mrs. Mary Cunningham Secretary
 Mrs. Dora Mowry Treasurer

IS MAN A BAROMETER?

Why is it That Certain Winds Always Make Rheumatisms Cringe With Pain?

Eighty-six per cent of the signal service weather predictions are accurate!

The only indications our fathers had for foretelling weather were aching limbs, twinging joints and painful corns!

These, though crude, were usually correct. The body is unquestionably an excellent barometer, and physicians often prescribe a change of air, so that the system may find an agreeable atmospheric condition.

Weather changes indicate themselves by pains called rheumatism. Why bad weather should cause such pains is a mystery!

Does the pain really lie dormant in the blood, to be made active only when the wind blows from some unfavorable quarter?

Last week a prominent man left town on a business trip. Two days later he, who had always been apparently strong and well, was sent home a corpse—"Rheumatism of the heart!"

Rheumatism is like the Indian in ambush, sure to kill you if not killed by you. It is to patient and physician one of the most vexatious of diseases.

At first many thought it to be a trouble of the joints, but all outward applications left the cause unbenefited.

Then, making like pains in the muscles, it was thought to be a muscular disease; but the same unsatisfactory results followed external treatment.

Now, however, it is universally acknowledged that rheumatism is "a fiery condition of the blood caused by the presence of uric acid in the system!"

Everybody dreads rheumatism.

It is very prevalent at this changing time of the year. It was formerly seldom known except among those who worked much out of doors. Now it invades the hut, the palace, the executive mansion, the senate chamber and the throne room; all sorts and conditions and races of men and women it attacks at all times, and all fear it!

Mrs. Swift (wife of Dr. Lewis Swift, the famous comet finder of Rochester, N.Y.) was one of its recent victims, and how very common it is among ladies.

She suffered great anguish and fear!

Why does this acid remain in the system?

The kidneys, being diseased, cannot remove the acid as in health, hence the system is poisoned by its presence, and rheumatic pains, stiff joints, tendons and muscles are the result. There is but one scientific treatment, to regulate the kidneys by Warner's safe cure, and to "put out the fire in the blood" by Warner's safe rheumatic cure. These world renowned remedies, taken by bottles in alternation, as they should be, neutralize the uric acid already in the blood, and prevent further accumulation.

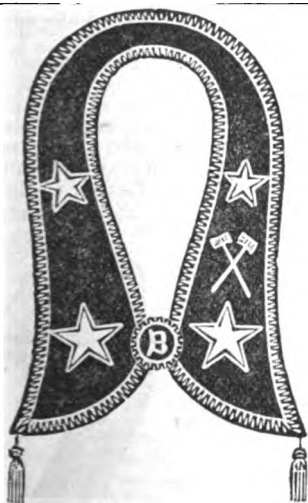
Mrs. Dr. Swift used these remedies with great success, in alternation, and was completely restored to health.

We understand that the proprietors guarantee them with the strongest assurances, but this was scarcely necessary, for is not their praise in everybody's mouth?

We cannot prevent the ill wind blowing, but we can get the better of it by so fortifying the system that we can ignore it when it is doing the worst to "give us a pain."

\$371.21 for a Guess.

The readers of the *Magazine* will be interested in knowing that the proprietors of "Warner's Log Cabin Remedies" will pay \$371.21 in cash for the best answer to the question: "What is the hole for that is in the outside of the chimney of the old-fashioned log cabin, as represented in the trademark of 'Warner's Log Cabin Remedies?'" A pamphlet with a picture of such a log cabin can be procured at any drug store. The answers must be sent by mail to H. H. Warner & Co., proprietors of the celebrated "Warner's SAFE CURE," Rochester, N. Y., before April 10th, 1888. But *one answer* from each contestant will be considered. It must be signed with the *real name*, giving post-office address, and must state that the party *has purchased and used* at least one of the following remedies: Warner's Log Cabin Sarsaparilla, Warner's Log Cabin Hops and Buchu Remedy, Warner's Log Cabin Cough and Consumption Remedy, Warner's Log Cabin Extra T, Warner's Log Cabin Liver Pills, Warner's Log Cabin Rose Cream (for Catarrh, etc.), Warner's Log Cabin Scalp (for the scalp and hair), Warner's Log Cabin Plasters. The answers will be referred to an impartial committee for decision, which will be announced April 10th, 1888. Letters of inquiry will not be answered.



Lodges of the B. of L. F. wishing to procure Regalias will save 20 to 50 per cent. by sending orders to

ZAISER & STEGMAN,

Rooms 2, 3 and 5, 27 South Meridian St.

Send for price list. **INDIANAPOLIS, IND.**

THE GREAT AMERICAN TEA COMPANY.

Moss Rose Toilet Set, Watch, Brass Lamp, Castor, or Webster's Dictionary. For particulars address

THE GREAT AMERICAN TEA CO.,
P. O. Box 289.

GOOD NEWS TO LADIES.

Greatest offer. Now's your time to get orders for our celebrated **Teas, Coffees and Baking Powder**, and secure a beautiful Gold Band or Moss Rose China Tea Set, Dinner Set, Gold Band Webster's Dictionary. For particulars address

THE GREAT AMERICAN TEA CO.,
31 and 33 Vesey St., New York.

CATARRH positively cured by the great German Remedy. Sample package and book for 4 cents sent by **E. H. Medical Co.,** East Hampton, Conn.

A HUNDRED YEARS A HERO!

How Seth Warner Won a Wife and Became Famous.

Colonel Seth Warner, of Vermont, the famous hero of the Revolutionary war, was a leading fighter for the Hampshire grants.

These titles were disputed by the State of New York, and its authorities obtained an edict of the King of England in their favor. The settlers were stung by the supposed injustice. This state of things brought Colonel Seth Warner to the front. With Ethan Allen and others he actively opposed every effort of the New York state authorities to enforce possession, and finally he, with Allen and others, were outlawed and a price put on their heads!

To circumvent New York, it was necessary for some one to go into that state and gain required information. Colonel Warner, assuming for safety the name of "Dr. Howard," undertook this perilous and romantic journey.

While on his way home he stopped at a country inn, where an old gentleman and daughter were storm-bound. The father fell ill and the daughter called upon Colonel Warner, who, with his wide knowledge of simple remedies, successfully treated the "old man," and he finally won this devoted woman for a wife.

Such incidents were not uncommon in those years. When the doctor was not easily reached, months of sickness and even life were often saved by some unprofessional friend versed in the use of simple herbs and roots. The health of early settlers and their powers of endurance convince us that such medicines did only good and left no poison in the blood to work as much injury to the system as would the disease itself.

In time of peace the colonel was in constant demand for his knowledge of simple remedies and their power over disease. But it was left to another of his name of the present age to give to the public what was then used with such positive success.

Warner for over a hundred years has shared with Ethan Allen the admiration of the American people.

Colonel Seth Warner belongs to a family of wide distinction; no less than eight members thereof won fame in the regular practice of medicine.

Looking to the adoption by the people of this generation of the old time simple remedies, his direct descendant, H. H. Warner, the well-known proprietor of Warner's safe cure, for many years has been experimenting with old time roots and herbs formulae and, his search having been finally rewarded with success, he gives the world the result. These recipes and formulae in other days accomplished great things because they were purely vegetable and combined simply so as to cure the disease indicated without injury to the system. In harmony with their old time character, we learn that he proposes to call them Warner's Log Cabin Remedies, using as a trade-mark an old-fashioned American log cabin. We understand that he intends to put forth a "Sarsaparilla" for the blood, the sarsaparilla itself being but one of a number of simple and effective elements; "Log Cabin Hops and Buchu," a general stomach tonic and invigorator; "Log Cabin Cough and Consumption Remedy," "Warner's Log Cabin Scalp," for the hair; a preparation for that universal disease catarrh, called "Log Cabin Rose Cream"; "Warner's Log Cabin Plasters;" and "Warner's Log Cabin Liver Pills," which are to be used in connection with the other remedies, or independently, as required.

Warner's safe remedies are already standards of the most pronounced scientific value in all parts of the world, and we have no doubt the Log Cabin Remedies for the diseases they are intended to cure, will be of equal merit, for Mr. Warner has the reputation of connecting his name with no preparation that is not meritorious.

IMPORTANT TO RAILROAD FIREMEN. SOMETHING NEW.

Here is just the thing you have been looking for, something to save time and labor and make your engines clean and bright.



BAKER'S TRIPOLINE,

A Powerful and Rapid Cleaner and Polisher of Metals (without Acid or Poison.)
ESPECIALLY adapted to **RAILROAD, MARINE, STATIONARY** and **FIRE ENGINE** work "hot or cold," **LARGE SIGNS, RAILINGS,** and all other finished metal work.

EXCEPT Headlights, Fine, Soft Metals, Light, Plated Work, Show Cases, Harness Mountings, Etc., for which the Matchless Metal Polish is recommended.

This Polish is similar to the celebrated "**MATCHLESS**" (that we are supplying to all the leading Fire Departments and thousands of Marine, Railroad and Stationary Enginemen throughout the United States and Canada,) only much stronger and a more rapid cleaner, holds better on hot work and is cheaper.

We want a good reliable fireman at every machine shop and round house, to act as agent or get up Clubs for one dozen 1 pound boxes, which we will send, on receipt of \$2.50. This is only one-half the price we retail them for. Will give exclusive sale, in your locality, if you push and introduce it. Some samples furnished, free, with order, and if polish is no found to be exactly as represented, may be returned, at our expense, and money refunded.

THE MATCHLESS METAL POLISH CO.,
88 Market St., Chicago.

N. B.—This Polish has already been adopted by a number of the large Railroad Companies and also been tested and highly endorsed by the United States Ordnance and Navy Departments.



Every Man can be His Own Barber

By Shaving with the

IMPROVED Diamond Safety Razor.

No danger of Cutting the Face.

**The Best Thing for the Purpose ever
invented.**

Call for them at the Hardware Stores. Sent,
post-paid, on receipt of price (\$2), by

The Diamond Safety Razor Co.

SPRINGFIELD, MASS.



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Locomotive Firemen's Magazine.

PRIZE LIST FOR 1888.

Greatest Inducements Ever Offered!

*COMPETITION*OPEN*TO*ALL*

The Grand Lodge of the Brotherhood of Locomotive Firemen has decided to offer the following Prizes to agents, and other persons securing the best lists of subscribers to the Locomotive Firemen's Magazine for 1888, viz:

FIRST PRIZE.—To the Lodge securing the largest number of subscribers, one set (4) Officers' Upholstered Chairs, finely finished. (This includes a chair each for the Master, Vice Master, Past Master and Chaplain.)

SECOND PRIZE.—To the Lodge securing the largest number of subscribers in proportion to membership, a handsomely ornamented Banner, suitably inscribed.

THIRD PRIZE.—To the Lodge organized after January 1st, 1888, securing the largest number of subscribers, a handsome Altar, suitably inscribed.

FOURTH PRIZE.—To the Ladies' Society, B. of L. F., ordering the largest number of subscriptions (provided not less than fifty are ordered), through its authorized Agent, a Parlor Organ.

FIFTH PRIZE.—To the Lady (open to all) securing the largest number of subscribers (provided not less than twenty-five are ordered), a handsome Gold Watch.

SIXTH PRIZE.—To the Gentleman (exclusive of regular agents) securing the largest number of subscribers (provided not less than twenty-five are secured), a set of Chambers' Encyclopedia.

SEVENTH PRIZE.—To the Member's Wife or Daughter securing the largest number of subscribers (provided not less than twenty-five are secured), a first-class Sewing Machine.

EIGHTH PRIZE.—To the Member's Son securing the largest number of subscribers (provided not less than twenty-five are secured), a Silver Watch.

MISCELLANEOUS PRIZES FOR REGULAR AGENTS ONLY.

The following Prizes will be awarded Magazine Agents (regardless of membership of their Lodges) who secure the largest list of subscribers:

First Prize	Gold Watch.
Second Prize	Diamond Shirt Stud.
Third Prize	18-Karat Gold Watch Chain.
Fourth Prize	Monogram Gold Ring.
Fifth Prize	Monogram Gold Watch Charm.
Sixth Prize	Forney's, Sinclair's and Alexander's Books on the Locomotive.
Seventh Prize	Nickel-Plated Scoop.
Eighth Prize	Nickel-Plated Cab Lamp.
Ninth Prize	Nickel-Plated Torch.
Tenth Prize	Gold Badge B. of L. F.

GRAND SPECIAL PRIZE OPEN TO ALL.

To the Lodge securing the smallest number of subscribers, a Leather Banner, inscribed with the names of the officers, will be awarded. To the Agent of the Lodge securing the smallest number of subscribers there will be awarded a Leather Medal, suitably inscribed.

The time for the competition will be extended to *December 1st, 1888*, and the prizes will be awarded on that day. Each annual subscription will count equal to two semi-annual, or four quarterly subscriptions.

Competitors will be credited with *paid up* subscriptions only, and all subscriptions not *paid up* will not be counted in the awarding of the prizes.

Parties (exclusive of regular Agents), who desire to enter into the competition, will please notify the Editor at once. An Agent's outfit, consisting of subscription book, receipt book, subscription blanks, envelopes, etc., will be forwarded to any address on application.

Subscription Price of the Magazine, \$1.00 per year. Postage Pre-Paid.

Forward remittances and address all communications to

LOCOMOTIVE FIREMEN'S MAGAZINE,

TERRE HAUTE, INDIANA.

—SMOKE—

GRAND CHIEF BROTHERHOOD OF LOCOMOTIVE FIREMEN CIGARS!**THE BEST 5 CENT CIGAR EVER MADE,**

—OR SMOKE—

**Grand Chief Brotherhood of Locomotive Engineers Cigars,
THE FINEST 10 CENT CIGARS ON THE MARKET**

(TRADE MARK REGISTERED).

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 R. Wagner & Co., Detroit, Mich.
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 Holcomb, Hinely & Bro., Creston, Iowa.
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 Scovill, Brown & Co., Wellsville, N. Y.
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 J. Simon & Bro., Montgomery, Ala.
 Graves Bros., Ottumwau, Iowa.

TO THE BROTHERHOODS OF LOCOMOTIVE FIREMEN AND ENGINEERS:

The sum of Five Hundred (\$500.00) Dollars has been paid by us into the Treasury of the Grand Lodge of the Brotherhood of Locomotive Firemen, as royalty upon the sale of GRAND CHIEF Cigars, of which due acknowledgment has been made by the Grand Lodge, and in consideration of which our cigars have been endorsed and are now recommended to all members of the Order who desire to smoke a first-class cigar and at the same time contribute to the general fund of the Grand Lodge. Members of the Order should bear in mind that the Brotherhood receives a royalty upon the sale of all Grand Chief Cigars, and hence the larger the sales the greater the royalty. Every member is, therefore, invited to interest himself in the sale of the above brand of cigars and thereby contribute to the financial standing of the Grand Lodge and the Brotherhood at large.

These two brands of Cigars have been presented and tested by both Brotherhood at their respective conventions at New York and Minneapolis, and have received their Endorsement and Approval on both occasions, and are Guaranteed by the manufacturers to be the best Cigars on the market. The manufacturers also guarantee to keep these two Brands up to their present Standard quality at all time to come, and by so doing, hope to receive the liberal patronage of the two Brotherhoods, they are named after, and also their recommendations to their many friends who are in want of a GOOD CIGAR.

No Cigars are genuine unless each box has the photograph of P. M. Arthur or F. W. Arnold on the inside label and on the outside end of each box. Retail dealers should order from their nearest Wholesale Agent and if they refuse to get the cigars for them we will ship direct to the Retailer.

BRAVO & KEYES, Manufacturers,**BINGHAMPTON, N. Y.**

A NEW PAPER

—FOR—

Locomotive Engineers and Firemen.

On JANUARY 1, 1888,

WE BEGAN THE PUBLICATION OF

THE LOCOMOTIVE ENGINEER,

A NEW MONTHLY JOURNAL,

Devoted to the special interests of Locomotive Engineers and Firemen, and to Locomotive Maintenance and Repairs. It is edited by John A. Hill, a practical engineman, who has had experience in the various branches of locomotive service. It is practical, readable and original. Communications from practical engineers and firemen on subjects relating to the locomotive will form a prominent feature of each issue. It is just the paper that ambitious and progressive firemen should read.

SUBSCRIPTION PRICE, \$1.00 A YEAR.

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PUBLISHED BY

American Machinist Publishing Company,

96 FULTON STREET, NEW YORK.



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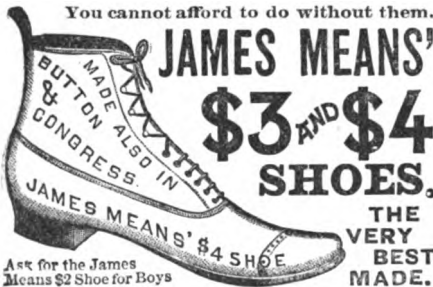
Ask your retailer for the
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JAMES MEANS
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—According to Your Needs.—

CAUTION.—Positively none genuine unless our name and price appear plainly on the soles. Some dealers, in order to make larger profit, will recommend the inferior goods with which the market is flooded. **JAMES MEANS' \$4 SHOE** is light and stylish. It fits like a stocking and **REQUIRES NO "BREAKING IN,"** being perfectly easy the first time it is worn.



The Doctor and the Letter-carrier are not talking about a case of serious illness. They have simply suspended work to discuss the merits of their shoes. The Letter-carrier says the James Means \$3 Shoe is the best in the world. The Doctor denies it, and says that the James Means \$4 Shoe is better. Considering the needs of each, they are both right.



Ask for the James Means \$2 Shoe for Boys

A PAIR OF SHOES COSTING TEN DOLLARS is a good thing, but a pair of **James Means' \$4 Shoes** and six extra dollars in your pocket are better. These **Shoes** are sold by wide-awake retailers in all parts of the country.

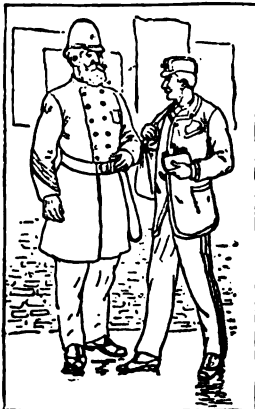
which have hitherto been retailed at \$7 and \$8



We have a large trade with the soldiers of the United States Regular Army. They certainly would not buy the James Means Shoes as largely as they do if they had not found them unsurpassed in merit.

JAMES MEANS' \$3 SHOE

Is the original \$3 Shoe, and is absolutely the only shoe of its price which has ever been placed extensively on the market in which durability is considered before mere outward appearance. These shoes are sold by the best retailers throughout the United States, and we will place them easily within your reach in any state or territory if you will send us a postal card, mentioning this magazine.



The Letter-carrier and the Policeman find the James Means Shoes just what they need. Their opinions are valuable, for they put their shoes to a most severe test.

James Means & Co

41 Lincoln Street,

—BOSTON, MASS.—



This Pedestrian is all ready for another tramp over the mountains. With a new pair of sole taps a cobbler can usually make an old pair of James Means \$3 Shoes just as good as new.

LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XII.

MARCH, 1888.

No. 3.

THE OLD MAN AND JIM.



LD man never had much to say,
'Ceptin' to Jim—
And Jim was the wildest boy he had—
And the old man jes' wrapped up in him !
Never heard him speak but once
Er twice in my life—and first time was
When the army broke out, and Jim he went—
The Old man backin' him, fer three months,
And all 'at I heard the Old man say
Was jes' as we turned to start away—
"Well; good-bye, Jim :
Take keer of yourse'f!"

Peared like he was more satisfied
Jes' lookin' at Jim
And likin' him all to hisse'f-like, see?—
'Cause he was jes' wrapped up in him !
And over and over I mind the day
The Old man come and stood round in the way
While we was drillin' a-watchin' Jim—
And down at the depot a heerin him say—
"Well; good-bye, Jim :
Take keer of yourse'f!"

Never was nothin' about the farm
Disturbin' Jim—
Neighbors all ust to wonder why
The Old man 'peered so wrapped up in him ;
But when Cap Biggler, he wrote back,
'At Jim was the bravest boy we had
In the whole dern regiment, white or black,
And his fightin' good as his farmin' bad—
'At he had led, with a bullet clean
Bored through his thigh, and carried the flag
Through the bloodiest battle you ever seen,—
The Old man wound up a letter to him
'At cap read to us, 'at said—"Tell Jim
Good-bye ;
And take keer of hisse'f."

Think of a private, now, perhaps,
We'll say like Jim,
'At's clumb clean up to the shoulder straps—
And the Old man jes' wrapped up in him !
Think of him—with the war plum through,
And the glorious old Red, White and Blue
A-laughin' the news down over Jim
And the Old man, bendin' over him—
The surgeon turnin' away with tears
'At hadn't leaked for years and years—
As the hand of the dyin' boy clung to
His father's, the old voice in his ears,—
"Well; good-bye, Jim :
Take keer of yerse'f!"

—[James Whitcomb Riley in the January Century.]

Jim come back jes' long enough
To take the whim
'At he'd like to go back in calvery—
An' the Old man jes' wrapped up in him !—
Jim 'lowed 'at he'd had such luck afore
Guessed' h'ed tackle her three years more.
And the old man give him a colt he'd raised
And foiled him over to Camp Ben Wade,
And laid around a week er so,
Watchin' Jim on dress parade—
Tel finally he rid away
And last we heard was the Old man say—
"Well; good-bye, Jim :
Take keer of yourse'f!"

Tuk the papers, the Old man did,
A-watchin' fer Jim—
Fully believin' he'd make his mark
Some way—jes' wrapped up in him ?
And many the time the word 'u'd come
'At stirred him up like the tap of a drum—
At Petersburg, fer instance, where
Jim rid right into their cannons there
And tuk 'em and p'inted 'em t'other way
And socked it home to the boys in gray,
And they skooted for timber, and on and on—
Jim a lieut-nant, and one arm gone.
And the Old man's words in his mind all day,—
"Well; good-bye Jim :
Take keer of yourse'f!"

Locomotive Firemen's Magazine

A MONTHLY MAGAZINE devoted to the interests
of LOCOMOTIVE ENGINEERS.

TERMS—ONE DOLLAR PER YEAR, IN ADVANCE.

EUGENE V. DEBS, *Editor and Manager.*

MARCH, 1888.

LICENSING RAILWAY CONDUCTORS AND LOCOMOTIVE ENGINEERS.

We have before us a copy of "an Act," which Congress is to be asked to make the law of the land, providing for licensing railway conductors and locomotive engineers.

The "Act" starts out with a section which absolutely prohibits all railway companies in the United States from employing any railway conductor or locomotive engineer, unless the men applying for such positions are armed with a license.

It will be seen that Section 1 boycotts, blacklists, ostracises, strikes down such applicants for employment unless they are licensed.

There are in the United States, it is safe to say, 30,000 locomotive engineers and the same number of railway conductors now in the employment of the various railways of the country. The effect of the bill before Congress, should it become a law, would, in all probability, strike down fully one-half of this number—not because of incompetency, but because they could not pass such an examination as a board of examiners may arbitrarily order and conduct.

It will be found interesting, before proceeding further, to pay some attention to this board of examiners.

1st. A chief examiner, to be named by the President and confirmed by the Senate, who is to be either a conductor or an engineer. This chief is to be the central figure. He is to have a salary of \$3,500 a year, and traveling expenses, 10 cents a mile.

This high official is to appoint ten

supervising examiners, with the consent of the Secretary of the Treasury, (which, by the way, means nothing). These ten gentlemen will constitute the Chief Examiner's Cabinet, and together, they will exercise supreme control over the destiny of every railway conductor and locomotive engineer in the country, because the "Act," the "Bill" clothes them with absolute authority. These supervising examiners are to be conductors or engineers and are to receive \$2,500 a year, each, and 10 cents per mile mileage.

The territory of the United States is to be divided into ten districts and for each district there are to be two district examiners, one a conductor and the other an engineer, and these district examiners are to receive \$2,000 a year as salary, and besides these, may be appointed assistant examiners at a salary of \$1,500 a year.

The Chief Examiner is to have a clerk—now-a-days called "private Secretary," and the Supervising Examiners and the District Examiners may all have clerks, or "private secretaries," at salaries of \$1,200, and all of them are to be allowed, besides, 10 cents per mile, mileage. Here we have, to start out on, at least \$108,500 in the way of salaries, and when it comes to mileage, the sum total is a matter about which everybody can guess to suit themselves—but taking human nature, as it stands, and it is fair to estimate the mileages will be made to equal salaries.

Here we have Chief Examiner, Supervising Examiners, District Examiners and Assistant Examiners. Not less than forty-one of them, and probably more, all taking a *whack* at conductors and engineers, to see if they are qualified, and if the decision is favorable, request them to "fork over" not less than five nor more than ten dollars for a license.

The "Act" or "Bill" we are discussing creates one of these little 7x9 Boards of District Examiners, a sort of District U. S. Court, with powers to summon and compel the attendance of witnesses, by a similar process as in the Circuit and District Courts of the

United States, and any member of the Board "may administer oaths and affirmations." Nor is this all. When a poor devil has run the gauntlet, passed the ordeal, he cannot take a job until he has taken an oath "to faithfully and honestly," etc., act conductor or engineer and "perform all the duties required of him by law."

It is a remarkable fact that this "National Board of Examiners" proposes a "classification" of conductors and engineers. How many classes are to be made is not stated. But, why any classification at all? What is meant by classification? We can conceive of but one class—and that is first-class, because there is no such thing as second-class responsibility on trains. Responsibility attaches to all and it is the same kind of responsibility unless the purpose is to show that only second class or third class conductors or engineers are wanted to run freight trains. The mere suggestion as to the classification of engineers is, or ought to be fatal to the movement. The moment a second-class engineer is put in charge of a first-class train, the idea of a second-class engineer is exploded. He becomes first-class by virtue of his assuming all the responsibilities that it is possible for any man to assume. Is it to be understood that there is such a thing as second-class trains in charge of second-class engineers and second-class conductors? The "Bill" asks the United States to become a party to a system of classification repugnant to every American citizen, it would be a system of legalized degradation in the ranks of working men, the introduction of caste as odious as it ever existed in India. The adoption of this "act" is urged on the ground that many railway accidents are caused by "incompetency on the part of those in charge of trains." But it is well known that the most terrible disasters that ever horrified the American public were caused by incompetent railroad builders or railroad officials. If the purpose is to get at the bottom of this disaster business, why not introduce a bill licensing railroad bridge builders?

and railroad contractors—railroad mechanics, generally? Why this stab at conductors and engineers? The whole thing has the appearance of a job. Not a solitary fact is set forth, showing either the propriety or justness of the proposed legislation.

Again, why a mixed board of examiners, conductors and engineers, to pass upon the qualifications of such employes? In what way is a conductor qualified to examine an engineer? or why should an engineer be required to decide a question of qualification when a conductor applies for a license? It would be difficult to state a more preposterous proposition.

This *Magazine* advocates the examination of conductors and engineers, as to competency before entering upon their duties. But we are in favor of the examination by the officers of the road. We do not believe in Government Commissioners, Boards of Examiners, doing such things as belong to those in charge of the enterprises in which the Government has no concern and no right to interfere.

Who, for a moment, believes that such boards of examiners as the act under consideration provides, would steer clear of favoritism and partisanship? It is the history of such commissions and boards. In place of improving the service nothing could more certainly demoralize it. Licensing would be no guarantee of efficiency. Partisanship, prejudice, jealousy, envy and other debasing influences would creep in and wrongs would prevail, of the most demoralizing character.

Men, conductors, engineers, firemen, brakemen, switchmen, would be willing to be examined, but not by men appointed by the Government, because not being in the employ of the Government they do not recognize its right to interfere in matters purely of a personal character.

The Government of the United States is not a paternal Government, not a centralized despotism—and has no right to interfere in matters pertaining to the employment of the sov

foreign citizen, to say he shall not have employment, at his chosen vocation, unless some Board gives its consent. We have said there are 60,000 locomotive engineers and railway conductors now in the employment of the railways of the United States. These are to be licensed, according to the "act," or they are to quit work. The act says the cost of the license shall not be less than \$5.00 nor more than \$10.00. Suppose we take the average \$7.50; as 60,000 engineers and conductors are now required, that number must be found and licensed and the fees will amount to the sum of \$450,000, and this vast sum of money is to be extracted from the earnings of men to sustain a number of gentlemen in elegant style, who will be clothed with supreme authority to say whether a man shall or shall not have a day's work. The "act" abounds in monstrous propositions. A man applying for a license must do it in his district, in a certain district. The whole country no longer is his country. He is to wear a tag, a label, and possibly a number. At any rate, his rights are abridged. If he applies for a license, then the little band may, if some enemy suggests the proceeding, send for witnesses and scour the country for testimony that will defeat the application. The "black-list" devilishness would have the sanction of law, and the fell spirit of revenge would have full sway. And as an indication of the despotic character of the "act," the man with a license must work for the concern who demands his services whether or no, or is in danger of having his license revoked. No such an iron-clad "act" was ever before proposed, and we predict that no such an act will ever become the law of the land. Protests are in order. Every working man in America is interested. The act strikes at the dearest rights of citizens. It robs him of rights which distinguish the free man from the serf—and the member of Congress who would vote for it is not qualified to represent freemen.

JOINING LABOR ORGANIZATIONS.

The population of the United States and the Dominion of Canada may be set down at 65,000,000. Of this vast number we will suppose 10,000,000 are wage men, men dependent upon their muscle and skill for support. In this estimate we make no pretensions to accuracy; we state a round number for convenience, though, possibly, not far from the fact. The present is prominently distinguished for labor organizations. There are brotherhoods and unions, guilds, associations, etc., "indefinitely.

The *Locomotive Firemen's Magazine* is an advocate of labor organizations. It is the official organ of one of the great and prosperous labor organizations of the times. The Brotherhood of Locomotive Firemen has demonstrated, beyond cavil, that it has a mission, and that it comprehends fully its sphere and its duties. During all the years of its existence it has been a student of events. It has learned in the school of experience, and with miserly care has garnered and guarded the treasures of wisdom which experience always secures, and the conclusion we have arrived at is that locomotive firemen act wisely by becoming members of the Brotherhood and remaining true to the obligations they voluntarily and solemnly entered into. Were the task required and had we time and space, we could easily show in many hundreds of instances the benefits that have accrued to firemen and their families, by virtue of faithful membership to the Brotherhood. And we assume, indeed, we know that in labor organizations, when wisdom and prudence hold sway in their government, benefits of incalculable value are the certain and legitimate fruits of the association.

But it must be remembered that all the working men of the United States and Canada are not members of labor organizations; not a majority of them are on the rolls of Brotherhoods or organizations of any name. Why? Simply because they do not so choose,

so elect. They prefer to remain outside. In referring to this fact, we have neither the right nor the inclination to be censorious. In fact, that they so choose is nobody's business but their own. The right to choose is our individual right, as sacred as the right to think or speak. It is a right every man exercises when he joins a labor organization or any other organization. To seek to impose any penalty, whatsoever, upon men who choose to become members of such organizations, or who decide not to join them is an outrage of monstrous proportions, which cannot be, will not be, and ought not to be tolerated. And yet, such penalties are imposed and are creating denunciatory comment, far and wide. The subject is well worthy of the most careful consideration—indeed, it is up for debate, and will not down at any man's bidding, nor ought it to be tabooed. It is one of the important questions of the age. It should be subjected to the severest analysis.

The question is, has a man the right to choose for himself whether he will or will not join a labor organization. With one voice, then, comes the answer, "Yes." No man, no set of men, no government has a right to say "no." The right is inherent and unalienable. It is a primal right, and can be cloven down only by despots, and only despots will impose any penalty whatever for the full, free exercise of that right. If a man desires to join a labor organization, who shall say "nay?" Who has a right to say "nay?" Who shall impose a penalty for this exercise of free will? his unalienable right to choose? What is the penalty, too often imposed? Not prisons and stripes. No, but loss of work, all too often. On the other hand, what has been the penalties imposed, when a man, exercising his unalienable right to choose, to decide for himself, declines to become a member of a labor organization? Again, the penalty has been the loss of work. Ostracised and exiled, he has found himself an idler and a tramp. Manifestly,

there is no right side of such things. There is nothing to be said in their justification. There is no element of justice or fair dealing in such a condition of things, and hence there is but one course left for those who would deal justly with men, and that is to expose such wrongs and seek to do away with them.

We would keep no honest man from obtaining a day's work, such an act is a crime against life and health. It is a crime that breeds idleness, hunger pangs, starvation—a crime that denies a man shelter and a bed. It may not be a crime known to the statutes, but it, nevertheless, is a crime. It touches the most sacred of individual rights and is a crime against society, peace and order. When a man wants work, when he offers his strength and skill for the necessities of life, in the name of all that is sacred in life, liberty and the pursuit of happiness, let him have it without hindrance and without penalty.

If working men who join unions and brotherhoods can persuade others to join, well and good, but there should be no coercion, enmity or penalty if men choose to remain independent of such organizations; it is a matter of choice and no penalty should attach. And, on the other hand, if men choose to join labor organizations, seek to improve their condition and advance their interests, they should be encouraged, rather than have obstacles placed in their way or be made to pay any penalty, whatever. In all such matters there is a common sense view to be taken of them, but above all things, let it be the universal sentiment that no penalty shall attach for the exercise of an unquestioned right.

J. ERNEST SMITH, who killed two train robbers on the Southern Pacific, near El Paso, Tex., received in rewards a total of \$6,000. Let it be a certainty that a man gets \$3,000 a head for killing train robbers, and in twelve months this sort of game will be remarkably scarce.

HIRING ENGINEERS.

It so happens, fortunately, that it is always easier to do the right thing than the wrong thing in human affairs, just as it is easier to tell the truth than a falsehood or to prevaricate. The right is always able, like the truth, to stand alone; it requires no props. The question frequently arises, what is the status of a Locomotive Engineer when out of a job and seeking employment? The case should be stated free from ambiguity, because the principle of right, justice and fair dealing is involved. There is no necessity for far-fetched illustrations. There is a road wanting an engineer. A vacancy exists. There are two theories put forth relating to filling the vacancy. The firemen on the road hold with apparent justice that the vacancy should be filled by the promotion of a fireman, and on the other hand it is contended that the engineer seeking employment should have the vacant place. In a case of this kind it is of great importance that the right should prevail, and it is a question of vital interest to firemen.

Firemen seek to be engineers. To advance from the scoop to the throttle is a laudable ambition. It involves years of toil and sacrifice—often of hopes deferred, ambition thwarted, and yet the fireman toils on and finally reaches the goal. Then what? This: Once an engineer always an engineer. He has learned the trade, he is proficient. He has all the required credentials but for some cause he finds himself out of employment. He seeks a place, finds a vacancy, applies for it. Now comes the test. He is told that he can't have it; that the right thing to do is to promote a fireman and let the engineer remain idle, or if his necessities are pressing and work must be had, he shall again return to the scoop and again work his way to the throttle. Is this right? Is this justice? If such a policy prevails the engineer's experience, his qualifications, his services go for nothing. He is remanded back to the scoop, or is driven by the force of circumstances from his chosen field of

labor into some other employment. Aside from the palpable injustice of the policy toward engineers it will be seen at a glance, we think, that it is directly in conflict with the interests of firemen, since if promoted to the "right hand side" they have no assurance whatever, if they find themselves out of employment, that they can retain their positions as engineers, and are liable to be thrust back to the scoop. It is fatal to the idea "once an engineer always an engineer." It does away with the animating certainty of security, of permanence in a calling, a vocation, for which men, after years of toil and danger, have qualified themselves to fill. It will be conceded, we believe, when the matter is dispassionately investigated and simple justice is permitted to have its rightful influence, that an engineer should not be driven out of his calling, because by some misfortune, for which he is in no wise responsible, he finds himself out of a situation. It is all too often the case that an engineer is dismissed from the services of a company in violation of every semblance of justice. Are these men, who by long years of faithful service at the scoop have earned the position of engineer, to be denied the right of following their vocation? Let every fireman in the land take the question home to himself and we doubt not but that the verdict will be that an engineer is entitled to employment as an *engineer* when he can get it. That we are in favor of the promotion of firemen when they are competent to assume the responsibilities of engineers goes without saying. Every fireman worthy the name is ambitious of promotion in his chosen calling, and far be it from our purpose to thwart his efforts in that direction. Our theory is that a fireman can better afford to remain a little longer at the scoop and feel some security in the position of engineer when he reaches it, than to meet with speedy promotion which shall be forfeited with the slightest misfortune which may overtake him. In the first instance promotion, when it does come,

means something; it is a permanent reward for duty faithfully performed. In the latter case the victim of misfortune is robbed of all his reward, his many years of faithful service count for nothing, and although he has served his apprenticeship and is master of his profession, he is denied the right to follow it, and the only alternative left him is to begin at the bottom round of the ladder again or start anew in some other field of labor. Let a policy of mutual justice prevail. When vacancies occur let an engineer be employed to every fireman that is promoted. In this way half the vacancies could be supplied by unemployed engineers and half by firemen. This policy, we are persuaded, would be rightful in its influence, both to engineers and firemen. There would be fewer engineers in idleness scouring the country for employment. There would be something more substantial in promotion than would otherwise attach to it. It is always demoralizing to a calling to be flooded by a surplus of men who are engaged in it, and if the policy we have outlined prevails the numerous ills that grow out of an overcrowded profession will be effectually remedied.

To pursue any other course is not a practical, common sense view of the situation. If there are Locomotive Firemen who demand any other policy they are acting in a way well calculated to defeat their best interests, and in a way that will not secure the approval of the B. of L. F.

THE question relating to the navigability of Hudson's Bay and Straits as an outlet for the products of the Northwest, is to be definitely settled by the Dominion Government. An expedition is to be sent out which will winter in the bay.

ONE of the prominent questions now before the country is which is the biggest, the United States or the Pacific railroad? The question is not likely to be settled for some time to come.

LADIES' AUXILIARY SOCIETIES B. OF L. F.

In our varied duties connected with the publication of the *Magazine*, it has seldom been our good fortune to have for our pen a more pleasing and inspiring theme than is embodied in the caption of this article, and we hail with special delight the fact that a movement has been inaugurated, destined, we believe, at an early day to enlist the active sympathies of thousands of the wives, mothers, sisters and sweethearts of "the boys" in advancing the usefulness and prosperity of the Brotherhood. The field of discussion is immensely inviting to discuss what is called "woman's sphere," and to indulge in stilted eulogy of women in general. But it suits our purpose better at this writing to be practical rather than sentimental, since the organization of Ladies Auxiliary Societies of the B. of L. F. is practical rather than poetical in purpose. We know of nothing better calculated to inspire high endeavor on the part of Brotherhood Firemen than to realize that the ladies are not only watching their career with the deepest solicitude, but are actively engaged in promoting the welfare of the Order by acts of sympathy and good will.

Who, but women, can adorn the Lodge room so as to make it attractive, a thing of beauty and a joy forever? Any why may not the Lodge room be made so attractive by the cultured taste of loving woman, that the members of the Lodge will realize upon entering it, that when away on their perilous duties, their comfort and pleasure has occupied the minds of mothers, wives and sisters, who are never more happy than when seeking to promote the happiness of those who toil for them? It goes without saying, that the wives, mothers, sisters daughters and sweethearts are solicitous for the welfare of the firemen, but the organization of such societies as we write of, will enable them in many ways to give practical and substantial expression of their affectionate devotion as can be done in no other way.

We see in the movement great value in all social entertainments, and great aid in any effort the members of the Order may make to broaden the area of social enjoyment, and without drawing upon our imagination, we see also great benefits to accrue from the organization of the ladies in the finances of the Lodges.

We regard it as quite probable that at the next General Convention of the Brotherhood, steps will be taken to give the Ladies' Societies proper recognition, and the *Magazine* takes special pleasure in speaking encouragingly of the movement which it believes is in the right direction and well calculated to do good.

DEFECTIVE MEMORIES.

Among the misfortunes which overtake some men, and which excite sometimes compassion and sometimes contempt, is the exhibition of a defective memory. This is by no means a modern frailty, on the contrary it existed in the days of Isaiah the prophet, and he had occasion to say to some of the unfortunates, "Look unto the rock whence ye are hewn, and to the hole of the pit whence ye are digged." The trouble with the people with whom Isaiah had to deal was that they were putting on unseemly airs, playing the aristocrat in a small way, and he concluded to remind them that such conduct, considering the character of their immediate ancestors, was anything but becoming, and he reminded them of the old ancestral rock from which they were hewn, and the hole in the ground, from which, like fourteen year locusts, they had emerged, intending, evidently, to take some of the stuffin' out of them.

Nothing is more common now-a-days than to see those who have made a little money by hook or crook, forget their poor relations, and appear to be ashamed of the old home and the old folks, of brothers and sisters who had not enjoyed the advantages of the polishing and puckering schools and clubs. They forget the old home. Misfortune took them among those

who had had their hearts educated out of them, and with the aid of the barber, the tailor, the hatter and the shoemaker, they had suffered loss of memory. The old storm-pelted home they never referred to, and they had forgotten

"The orchard, the meadow, the deep tangled
wildwood,
And all the loved objects their infancy knew."

And as for "the old oaken bucket," it pained them when it was mentioned. They preferred to think only of cut-glass goblets and silver tankards, and as for strut and swagger, if they had been born a duke or a "belted knight" they could not put on more style. This tendency, this evidence of a defective memory, shows itself frequently elsewhere, and under circumstances which often excite pity or contempt—and both are always merited. How often does it occur that a locomotive engineer forgets that he was once a fireman? True, he served at the pick and scoop for years. He was only ordinary, not particularly bright, wore a No. 6 hat and No. 12 boots, but finally got promoted, went to the "right side" and grasped the throttle, and now, Ye gods! Contemplate him! He weighs a ton. He is a regular Jumbo of a fellow. He don't know a fireman at all. He has no kind word for the man of the "scoop." His head lies over on the back of his neck, his nose is at an angle of 45 degrees, and he seems to be hunting for arch angels with whom to converse. He can't see a fireman, and what is true of this class of engineers, is quite as true of certain Master Mechanics who have come up from lowly surroundings. They are arrogant, supercilious, overbearing, proud, haughty, domineering. Cut them up into inch chunks and each chunk would want a staked and ridged hat, and would put on all the strut of the original pompous thing that made a consummate ass of himself a hundred times a day. God only knows why such creatures were made, possibly to exhibit the contrast between themselves and engineers and Master Mechanics who are gentlemen,

and who, remembering they were once at the bottom themselves, take a lofty pride in helping others up and along the rugged road to success. How much better to have a memory which never forgets "the days of small things," and a noble nature that lends a helping hand to those who are struggling honorably to achieve success. Such men are nature's noblemen, and are worth their weight in gold. They are benedictions, and their praise is on the tongues of all men who are capable of distinguishing between meanness and manliness.

A MODEL MANAGER.

The world likes a model man, a man who in his life, character and acts, becomes a standard by which to measure and estimate other men. We hear much about the "right man in the right place." The model man is always in the right place. The model man is wise, he is just, he is true. He is a righteous man, he acts right, thinks right, decides right. He is not infallible; he will sometimes make mistakes, but when discovered he will not deny them, nor prevaricate, nor seek to make others responsible. He will correct them. The model man is a manly man; open, frank, says what he means and means what he says. He has no subterfuges, no coverts. His walk is straight, not serpentine, not zigzag. Honest himself, he admires honesty in others, indeed, he will not tolerate dishonesty. He abhors chicane. He is a student of character. He reads men as if they were books. He knows the value of character, of courage, of integrity, veracity and fidelity, and he appreciates the value of such virtues. It always affords the *Magazine* supreme satisfaction to refer to such men, and never more than when they are found at the head of great railroad enterprises. Such a man we esteem G. M. Beach, General Manager of the Bee Line system of railroads, the Cleveland, Columbus, Cincinnati & Indianapolis lines. Mr. Beach treats his men as if they were his equals in all that pertains to the relation of employer and

employee. He does not forget what is due the railroad company, and is equally mindful of what is due the men in his employ. As a result there is mutual respect and harmony. The Manager and his men are a unit; they pull together and prosperity is the result. We have before us a copy of a holiday greeting sent by General Manager Beach to his men, December 24, 1887. It is as follows:

CLEVELAND, OHIO, December 24, 1887.

To all Employees:

After thanksgiving to Him who rules all destinies, please accept my unqualified thanks for your undivided and hearty co-operation and support in the business operations of these properties for 1887, and most earnestly desiring your united devotion to the Bee Line standard for 1888, with sincerity and good will I wish you all a merry Christmas and a happy New Year.

G. M. BEACH,
General Manager.

The foregoing speaks volumes. The man at the head of a great enterprise bears willing testimony to the fact that the co-operation of his employees has secured whatever of success has been achieved during the year. It is a new departure of promise, the harbinger note of a new era. It voices the fact that Mr. Beach is a model manager, and is well calculated to inspire the hope that the day is not distant when all general managers of railroads like Mr. Beach may, with words of generous recognition of the services of employees, create such harmonious relations between the employer and employed as will make strikes an impossibility.

STATISTICS relating to the consumption of iron and steel rails in the United States, for twenty years, from 1867 to 1886, both inclusive, gives the sum total of home production at 18,211,981 tons, and consumption at 21,661,594 tons, showing that 3,449,613 tons were imported. In 1867 steel rails sold at \$166.00 per ton and iron rails at \$83.12 per ton. In 1886, steel rails sold at \$34.30 per ton, and in 1882 iron rails sold at \$45.50 per ton. Since then iron rails have not been manufactured. In 1867, the miles of railroad in operation in the United States was 39,250, and in 1886, 137,510, showing an increase of 98,260 miles.

THE LOCOMOTIVE ENGINEER.

We have received No. 1, Vol. 1, of the *Locomotive Engineer*, published by the American Machinist Publishing Co., of New York, with John A. Hill, Esq., editor. Most cordially do we welcome this publication to the field of journalism. It is a widely extended field and invites earnest, practical workers. Mr. John A. Hill belongs to that class, and is eminently qualified to promote the welfare of the men who will constitute the large majority of his readers. In his salutatory Mr. Hill says, "the *Locomotive Engineer* is not the official organ of any association or organization, and does not expect or intend in any way to infringe on the rights or clash with the interests of the two excellent organs of the Brotherhoods—the finest examples of organized labor on earth." This declaration affords the *Locomotive Firemen's Magazine* an opportunity to say that the field of journalism is only fully occupied when every interest, as understood by railroad employers and employes, is fully represented, and Mr. Hill writes understandingly when expressing the belief that there is a "desire on the part of engineers, firemen and repair shop employes to see a journal devoted entirely to their interests in a mechanical way," and recognizing the fact "that roundhouse men and firemen are silent partners in the great responsibility and honor of the successful handling of the millions of money and hundreds of thousands of lives that are daily entrusted to the ability, courage and honor of the locomotive engineers of the country." Mr. Hill, having the "cab" for his Alma Mater; having gone from the "scoop" to the "throttle," and from the "throttle" to the "Editor's chair," it goes without saying that he will take a practical, common sense view of circumstances, conditions and subjects, and that while writing always on an ascending grade, will, like a true educator always keep within the comprehension of the great body of his readers. We welcome the *Locomotive Engineer* to our exchange list, and

heartily wish it the largest measure of success.

THAT questions relating to the railway service are now uppermost in the public mind is evidenced by the fact that the leading papers and magazines of the times are devoting considerable space to the discussion of those questions. There is an ever increasing demand for that kind of literature and we note with satisfaction that those enterprising publishers, Charles Scribner's Sons of New York, are preparing a series of articles upon the building and management of railways embracing such topics as construction, engineering work, rolling stock and motive power, passenger traffic, accidents, administration, the railroad man's life, etc. Each subject will be treated by a writer of unquestioned ability in his particular department and the various articles will no doubt command wide attention.

DURING the month of October, 1887, their were recorded one hundred and seventeen railroad accidents. Of these sixty-four were collisions, forty-nine derailments and four from other causes. These accidents caused the death of thirty-four persons and the injury of one hundred and nine others. Of the killed twenty were railroad employes, and of the injured, fifty were employes. It will be observed that of the killed about fifty-nine per cent. were employes, and of the injured about forty-six per cent. were employes. Taking October as an average month, there would be in twelve months 1,404 accidents, 408 deaths and 1,308 injured. This would show that 230 employes would be killed, and 601 employes injured during the year.

MR. Henry S. IVES, "the Young Napoleon of finance," has been required to sell his yacht. He may bewail, that breeze and gale, will fill no more his flowing sail, but riding or sailing, he "will keep well within the law."

For the Magazine.

TO MY WIFE.

A la Mode.

DEAR WIFE: Sweetheart of long ago,
 Somewhere within the misty past:
 When you and I trod to and fro,
 And swore our spooning days would last;
 I'm troubled with the blues to-night,
 A fit of most cerulean hue,
 And, while I'm in this downcast plight.
 Some questions, love, I'll ask of you:

Suppose the grim destroyer, Death,
 Should straggle with his scythe along,
 To slit my windpipe, stop my breath,
 And kick me 'mid the ghostly throng,
 Would you remain in widow's weeds,
 And weep your sparkling eyes away
 In anguish that by far exceeds
 Your plaintive murmurs every day?

Now tell me, darling, tell me true,
 When in the casket I'd repose
 Would tears of grief be shed by you
 Until they'd trickle down your nose,
 When gazing on the silent lips
 That thrill'd you with a love divine
 When you and I sailed freighted ships
 Of fancy north of life's mid line?

Would frantic screams be heard to ring
 Above the brazen drum's tattoo,
 When six stout lads would march to bring
 My mortal part away from you?
 Or would you gently sob and moan,
 In fashion's latest style of grief,
 Reserving anguish till alone,
 To give your troubled heart relief?

Of course you're not like other wives,
 Who decorate themselves in black,
 Just like the way a road gang strives
 To renovate old worn out track;
 You'd never wear a sable veil,
 Unless as emblem of your mind,
 Or let it down your shoulders trail
 To catch admiring chaps behind.

You see I'm confident, my love,
 The olden fires are burning still;
 And no one—save great Jove above—
 Could change your predetermined will
 To live a life of widow'd walls—
 To sigh for me, to weep and moan,
 To furl your old coquetting sails,
 And every night retire alone.

You'd sadly miss me from your side,
 When searching round to find the form
 To which on wintry nights you'd glide
 Beneath the sheets to keep you warm;
 Besides you'd feel much cause for pain,
 When sleeping in a lonely room;
 You, in a little while, might fain
 Desire some chap to share your gloom.

Long custom, darling, slowly grows
 The most imperative of laws.
 I fear, to ease your widow'd woes,
 You'd reason from effect to cause.
 To sleep alone would feel so sad,
 For you who felt my arms for years;
 I think another handsome lad
 You'd try to catch to dry your tears.

Oh, love! such thoughts I can't endure,
 They tear my heart in anguish wild
 Until my tears in rivers pour,
 Like dribbles from a teething child;
 And sooner than give up my life,
 To place you in temptation's way,
 I'll keep on deck, my darling wife,
 As long as God will let me stay.

—Shandy Maguire.

BROTHERHOOD.

How full of inspiring meaning, is the word "brotherhood." It is elevating, dignifying and purifying. How it levels up and levels down, always suggesting the fatherhood of God—and yet, how few there are, who in taking upon themselves the obligations of brotherhood, realize their fulness of love, fraternal love and harmonizing influence; their demand for patient consideration of every brother's interests? Is it not true, that too often, we permit unguarded words to fall from our lips, when from any cause, we feel we have been injured or mistreated by one we call "brother?" This is not right. If the grievance is worthy of notice at all, let it come before the family of brothers in the Lodge room, and there be properly disposed of, and good feeling restored, each going his way, a happier and a better man, having the consciousness that the difficulty has been disposed of in a christian spirit. Let us not forget the old adage: To err is human, to forgive is divine, and strive to be brethren in all the endearing signification of the term, keeping from the criticising eyes of a consorsious world, the many little things that should be kept secret, within the repository of faithful hearts. If we would prosper as an organization, we should endeavor by every noble christian means in our power to keep a firm hold upon the principles that bind us together, ever remembering that discord and contention, leave deep scars upon the hearts and memories of those we would not wound, and obscure the brightness of the star of our prosperity. By a faithful adherence to our obligations, we can demonstrate to the world that a body of men can work as one man. To live a brotherhood life in its fullest sense involves sacred and sublime considerations, but I fear there are many of us who neither comprehend nor practice the full meaning of "Brotherhood." We must strive, in every way, to make the Lodge room and the meetings attractive and pleasant, so that every brother will await with eager desire for each meeting, and be found in his place, ready for any service he may be called upon to perform, and with clear heads and honest hearts to sit in judgment upon all questions at issue. An occasional attendance, when important questions are to be settled is not sufficient. We are not prepared for them if our attendance is not regular, thereby causing contention and discussions, sometimes anger, and the violation of obligations. Every Lodge, perhaps, experiences the difficulties I have alluded to. I would say stand by your obligations, your honor. Attend meetings. Let no trivial excuse prevent you. We can do each other good. Each and every member is necessary to the building of the grand structure of which we are a part. To be benevolent, charitable,

sober and industrious, are four of the noblest traits in a man's character. Let us cultivate them largely, earnestly, and the harvest of good feeling under every circumstance will be glorious. The eyes of the world are upon us. Men have seen our motto and our *Magazine*. They have heard of many good results. Now let us prove to the world that we understand our situation and are fully alive to it and are harmoniously working for our good cause under the name of the Brotherhood of Locomotive Firemen.

L. M. Lockhart

OPPOSITION.

Many great enterprises have failed, because meeting with unlooked for opposition, they were unprepared to stand the test of adverse fortune. With a great many persons who sail upon tranquil seas, the fact that storms will come to disturb their happiness is not thought of. It is often a fatal mistake. Opposing winds and tides come to all, and he who overlooks such probabilities, is illy equipped for the battles of life. To accomplish some good in the world is the soul-inspiring thought of many, and occasions deep and calm meditation, and such reflections are well calculated to make the judgment practical and to produce good results. At the best, mistakes will often occur, they are inevitable, but not always serious, provided those who make them can be induced to see and acknowledge them, and it was the mission of the World's Redeemer to save men from the consequences of their mistakes. This leads me to say, that it is a noble virtue which prompts men to bear with the infirmities of others, and it is this spirit of forbearance that helps men to overcome opposition and achieve success. Men must be helped. All men would like to enjoy good health, but they must know the laws of health or they fail. It is an easy matter to bestow the needed information, and he who withholds it, can hardly be regarded as a friend. The youth dreams of the future. He sees only pleasant pathways. In due time he will make the venture of making his fortune, unmindful of opposition. I admire the ambitious youth eager for the battles of life, but he should be admonished of oppositions likely to retard his progress, and honest advice should be given him, whereby he may avoid disaster. Man must labor continually if he would succeed. The road to success is not flower strewn, but often rugged and thorny, and the American nation illustrates the idea of work and self-reliance. The constitution is a recognition of man's capacity for self-government, and it was established by virtue of man's capability to overcome opposition, and the American flag, wherever it

boats, symbolizes the idea that all men under its jurisdiction are free and equal—and recognizing this brotherly spirit, the equality of man, it is eminently becoming that one citizen should help others to comprehend the blessing which the Constitution confers, thereby strengthening his loyalty to the Constitution and flag of a country, the most prosperous and the best in the world. Such help is promotive of the country's welfare, politically, morally and intellectually, and makes it the pride of the citizen at home and abroad. The citizen who has correct ideas of his government, the rights and privileges it confers, and the dazzling rewards it holds out to those who study its institutions, is better equipped for overcoming opposition than those who are neglectful of such studies. He will have more opportunities to advance his own interests, and to help others, and his life will be one that will help all who are familiar with it to achieve success, and to overcome opposition.

R. E. Jewett.

SKETCHES BY A NAVAL APPRENTICE.

No. VIII.

We were thirty-eight days in making the trip from Callas to Hilo having traveled a distance of 5,180 miles over a tropical sea. During the passage the crew handled a large amount of money. Those who had money would wager that the ship would make so many miles in the twenty-four hours following the time the wager was made. The most interesting feature of the wager business was a pool, the sale of tickets was begun the first day out from Callas, each ticket was marked with a date and hour, so that the person fortunate enough to hold the ticket with the date of our arrival on it would be \$300 in pocket. James Morris, a cook, was the fortunate man as he held ticket No. 10, marked Apr. 20th, 8 A. M.; at that time the anchor was let go. We were visited by the governor, who, on returning to the shore, received a salute of thirteen guns. Our executive officer had a liberty list made out and the port watch were sent on shore with permission to remain forty-eight hours. As the surf runs very high in these latitudes it is impossible to land in the open beach. This difficulty was overcome and by the assistance of a native we made a landing on the shores of a narrow creek. This stream is a remarkable feature of nature as it retains its freshness on a line with the waters of the ocean, its source has never been reached as it comes out of the base of a mountain. We landed a mile from the town and had that distance to walk through a deep swamp. On our arrival in town the men were informed that it would be impossible to obtain anything to drink. We had hardly been ashore two hours when I met several of our men who

were as full as though they had been to New York and on questioning them I found that they had been drinking bay rum and a mixture of some kind called native beer. Horses were plentiful and cheap and it was not long before fifty or sixty of our men were mounted. Those of us who were mounted gathered on a little knoll just beyond the town and under the leadership of a boat-swain's mate formed ourselves into a cavalry company. Now for fun. We decided to charge on the town and at the word "*Charge!*" down the hill we went at full speed. Such tumbling and rolling was never seen. Our Admiral and Captain happened to see us coming and stepping aside and adjusting their eye glasses they stared at us; and as our leader passed them he shouted: "Admiral, this is Mosby's cavalry!" I guess the natives thought so, as they ran in all directions to get out of the way. A sailor is at home most anywhere but on a horse and how some of them managed to hang on is a mystery. Some of the men tiring of this sort of fun turned the horses adrift. We could find no accommodations and many of us had to build fires and warm up canned meats, etc. Myself and one were permitted to sleep on the floor of a baker shop, the remainder of the men put in the night in firing fire-crackers and other fire-works. As the second day of our leave dawned we decided to visit the volcanoes and hiring horses we started. On our way through the town we passed a small shed under which one of our men was vainly endeavoring to coax a mule in order to get out of the rain. The mule seemed to think it more comfortable outside. Our dripping shipmate hailed us and asked for assistance; we dismounted and tried to push the animal into the shed but he objected with his stern battery and the only way to get him in was to tow him, we accordingly passed a line around his fore feet and hitched two horses to it and in went Mr. mule, only to kick the shed down and scatter our party. By the time we were ready to make another start it was raining so very hard that we were forced to seek shelter. After the shower had passed we proceeded up the steep mountain. Every mile or two some one would become tired and turn back, until we reached a point about four miles from Hilo, when all but two of us turned back. We continued to climb and were rewarded by reaching a point from which we could see the active volcano. The lava streams were but a short distance away and we decided to reach them which we did and in order to show that we had been there we brought some fine specimens of lava away with us. It was dark when we reached Hilo and returning our horses to their owners, we looked around for some kind of amusement. We were informed by our baker friend that the natives

were to have a dance, and that he would use his influence to have us admitted. Off we started through the woods and after a twenty-minutes walk arrived at the dance hall. This building was in the midst of a swamp, there were four posts driven into the earth, which supported the building. The building itself was made of rough boards and was large enough to accommodate about five couples. After a long harangue between our guide and the floor manager in the Kanaka lingo we were admitted. On entering we found several women seated on rough timbers, doubtless awaiting the arrival of their gentlemen friends. In the centre, suspended from the roof was an oil lamp, which had been a fore-castle lamp on some merchant ship. We began to look around for the musicians, when suddenly from out of a dark corner came the sweet strains produced by a ten-cent mouth organ, the ladies at once offered to dance with us. We gladly accepted. My shipmate being rather tall would strike the hanging lamp with his head as he led the belle of the evening through a waltz, which caused the master of ceremonies to exclaim: "Him too long." The ladies were dressed in very high colors, principally yellow and red, but not one of them sported shoes. Dancing continued until 11:30 P. M., at which time everybody bade the owner of the hall good bye and started for their homes. We were homeless but were informed that we could sleep in the dance hall, we were very glad to do so as it was raining. Mats were spread on the floor and we were soon engaged in fighting off the fleas which are very numerous. Bright and early next morning we started to find the landing. Whilst awaiting the arrival of our boats, we were invited to bathe with some ladies, who could speak a little English; they informed us that bathing suits were not necessary. We declined the invitation. Our boats arriving, we returned on board. Our time being short Admiral Stevens decided to proceed on a short cruise through the Sandwich group and thence to San Francisco. He promised the men who had not been on shore that on arrival at San Francisco they should have forty-eight hours liberty there. We hove up and steamed out bound for Lahina. We merely called at this place, fired a salute and proceeded bound for Honolulu, the capital of the islands, situated on the island of Oahu (pronounced Wa hoo). On this latter passage we passed the island of Molaikae, this island is set apart and used for the reception of lepers. As soon as this disease is found to exist in a family they are at once sent to this pest island, from which none ever return. These people have farms and are nearly as well off as those who live in the cities. We arrived at Honolulu April 27th. This city is the most important place

in the group. The King's place of residence is here. Honolulu is also of commercial importance and exports great quantities of sugar. These islands are visited by the Australian steamships in their passage in both directions. We found in harbor the French gunboat, Huzzard. We were not allowed to go on shore as the small-pox was raging. These waters are infected with sharks but that did not hinder the men from bathing. The harbor is land-locked, the entrance is partially surrounded by a chain of reefs. We were told that outside of the reef the water was thick with sharks, but inside there were but two, the latter were fed on the offal thrown from a slaughter house and were never known to molest anyone, but they would drive other sharks beyond the reef. This may be a yarn but but at all events we saw but two of these monsters during our stay at Honolulu.

We were now ordered to coal ship. Having poor facilities for coaling (baskets) we were three days in coaling. Having finished coaling we cleaned up. We were visited by several missionaries; judging from appearances these men as a class live very comfortably on the penny contributions exacted from our Sunday school children. People at home imagine that these people who are called cannibals and Kanakas are still given to eating the flesh of their fellow men, that is all humbug, they are almost as enlightened as our people, they have schools and churches and are thoroughly civilized. As they have native ministers and priests I am of the opinion that those who wish to be missionaries should go elsewhere to work. The work has been done years ago in these islands and the people are eminently more fitted to take the care of themselves than are some who are sent out to lead them. I am heartily in favor of foreign missionaries where they are needed, but not in civilized nations. During our stay, King Kalakoua, or Calico as he is sometimes called, visited us several times. He seemed very fond of honors, as we had to fire twenty-one guns every time he came on board and every time he went on shore. Queen Emma, who was dethroned by the United States government, visited us also. On May 5th we took our departure from Honolulu bound for San Francisco. Each day during a passage the navigator very kindly posts his report in a conspicuous place for the information of the crew. I will give a sample of such a report submitted on our first day outward bound, viz.:

Lat. by observation 21° 35' North.
 Long. by chronometer 154° 4' West.
 Lat. by dead reckoning 21° 21' North.
 Long. by dead reckoning 154° 0' West.
 Dis. run per log 148½ miles. Course North 43° East.
 Dis. made good 165 miles. Dis. from San Francisco 1,920 miles.
 Current 15 miles North, 14° East. Variation of compass 15° East.

Total distance Honolulu to San Francisco 2,085 miles.

These reports are put up every day and are a source of great instruction to the men. I have preserved each day's reckoning and if I wish to refer to any day during my cruise, though I was in mid ocean, I have the figures and can find with ease our exact position on that day. The reason I do not write each daily report is, that to a person not interested or acquainted with navigation, they would be extremely dry and tiresome.

The first few days of our passage were uneventful, but on May 8th one of the crew, Tobias Nelson, met with a fatal accident. Whilst going aloft to relieve the topsail yard lookout, Nelson was seized with a fainting fit and losing his hold he fell striking the rigging several times till he finally struck an iron riding light box and then dropped overboard—everything was done to recover the body. Life buoys were cast adrift, boats lowered, but the body had disappeared and the search was reluctantly given up. Aside from this unfortunate affair our trip was extremely pleasant.

As I have stated on leaving Honolulu the city was infected with smallpox and consequently on our arrival at San Francisco we would be quarantined at least ten days. On sighting a steamer it was decided to transfer our Flag Lieutenant and Chaplain to the steamer, which in all probability would beat us in—these gentlemen were ordered to smooth the matter over with the health officers. Shortly after the transfer was made an impenetrable fog set in and the steamer was lost sight of, the fog lasted two days and as it cleared up we found our position to be twelve miles north of the Golden Gates. We saw a steamer through the glasses just about in the same position south of the Golden Gates. Supposing it to be our companion of a few days past, orders were sent to the Chief Engineer to "shake her up," which he did with vengeance, he soon had our 8-ton pivot guns dancing about the spar deck. The steamer was also

hurrying and the race was becoming quite exciting with the Pensacola in advance. Our coal being nearly exhausted our "skipper" ordered fifty barrels of pork to be sent to the fire room, the heads of these were broken in and barrels and pork made her hum. Our officers on the steamer scented the pork and signaled to us to pile it on. The Pensacola was doing her best and we rounded Alcatraz island fully three miles ahead. This reminds me of an argument which frequently arises, viz.: How is it that during the late war privateer vessels with a record of from fifteen to eighteen knots per hour, were overhauled with ease and captured by some of our war ships which could only steam from seven to nine knots. Now this steamer (Hilton Castle) was considered a fast boat while the Pensacola, when running eight knots per hour would nearly set the chief crazy for fear she would drop her screw. Regardless of this tangled question we had the fastest vessel and the crew did not cease to crow over the fact for a long time.

We arrived at anchorage off 'Frisco on June 1st, having been absent just five months. In this time we had received no mail. The mail arrived as soon as it was learned that we had arrived, the mail bags filled our sailing launch. Admiral Stevens having arrived at the age of 62 years he was ordered home to be retired from active service. He and his family at once took steamer for home, via Panama. The government having become dissatisfied with Admiral Stevens' conduct in keeping away from important orders, issued a general order forbidding officers of any rank from carrying their wives and that women were not to be allowed on board United States ship whilst under way, unless rescued from a wreck or to protect from danger. Our crew felt greatly relieved when Admiral Stevens and family went over the ship's side.

Ex-Naval Apprentice.

[TO BE CONTINUED.]

HEREAFTER.

WHEN do you beat your hands with passion, and storm the sky with your plea and prayer
 Whenever passes a stainless spirit forever out of your clasp and care?
 You say he goes to a glad, brave kingdom, over a vague and voiceless sea,
 Where never a last good-by is spoken and never and never a grave shall be;
 And where from rapture to perfect rapture, with crown and lyre he soars and sings,
 The chrism of Christ upon his forehead, the glory of God upon his wings.
 If I thought as you think, my brothers, if I believed in a better sphere,
 Beyond the grass and the golden lilies that blossom over a dead man here,
 I would tingle with great, strange gladness whenever a friend of mine should die;
 I would robe him in festal raiment, and would kiss him a gay good-by.
 And, Oh! when unto me came the hour—the miracle hour that comes to all—
 Never a cypress branch or blossom should throw its gloom on my gorgeous pall;
 At my funeral should be dancing, and dainty feasting at festal board,
 Should be singing, and jest, and laughter, and gurgle of wine in the glasses poured:
 And jubilant bells should rock the steeple when I was borne to the gay, bright grave,
 And rattle of drums and thrill of trumpets blend in a glad thanksgiving stave!

Mechanical

Operation for Finding Dead Centres.

The way of finding and marking true dead centres is simple, but care must be used in the measurements and in bringing the marks made so that the tram used may freely and accurately touch their centre. Suppose the forward centre is to be marked; the first act would be to place the locomotive in position, so that the crosshead is about 24 or 3 inches from the end of its forward travel. Then make a mark on the guide with a sharp pointed center punch, and place one leg or point of a tram in it, and then make a mark on the crosshead with the other point. While still standing in this position, make a mark on the wheel cover, and with one point of the tram in that mark, make a mark on the wheel with the other point. In making these marks on the wheel it is best to make them at the joint of the tire with the wheel centre, or else make marks with a pair of dividers, so as to get all the marks at a uniform distance from the tread, or from the centre of the wheel; either measurement will do; if large dividers are at hand, the wheel center is to be preferred as the scribing point.

Having marked these points, move the locomotive past the center, and with the point of the tram again in the mark on the guide, watch for the mark on the crosshead, and when that again coincides with the other point of the tram, stop the locomotive. Now take the tram to the wheel-cover, and with one point in the mark before used, make another mark on the wheel on a line with the one before made. When the distance between the two marks on the wheel is accurately divided, and the mark brought to the point of the tram, when the other point is in the mark on the wheel-cover, the locomotive will be on her true centre. The reason for taking this method of dividing the distance is that the movement of the crosshead at the end of its stroke is so slow, and owing to more or less lost motion irregular, that it is best to take the measurement some time before the center is reached, then return to the same point and divide the distance.

There is also another way of finding the dead center somewhat quicker and shorter, not involving so many tools, but not as accurate as the above described method. It is done by placing the locomotive as near as possible on the dead center by the eye. Then take a piece of board or any other straight-edge eighteen to twenty inches long, and lay it on top of the main rod strap and measure the distance this straight-edge is above the center of the axle, then hold it

against the strap from below and again measure to the center of the axle. When these measurements are equal the locomotive is not liable to be much out of its true center. As it would be awkward measuring these distances when the rods are in front of center of axle, as they would be when on the dead center, it is best to make some marks equi-distance from the center of the axle; this could best be done with a pair of dividers, making a circle of about the same diameter as the strap on the main rod from which the straight edge is used.

Placing Eccentrics.

The eccentric is a true circle of iron, fastened on the axle, with its center to one side of the axle-centre one-half the amount that its throw is to be. It thus performs the work of a crank in a situation where an ordinary crank could not be employed. On some of the first locomotives built the valve motion was obtained by cranks at the ends of axle on the outside of the frame, but this method was not found good in practice, for the parts were greatly exposed to injury, from their unprotected position, and the eccentric was adopted, as it could be used to advantage instead of a crank, in places not so exposed. In ordinary practice the motion of the eccentric is imparted to eccentric rods, these impart a vibratory motion to the rocker arm, and this in its turn moves the valve, through the medium of the valve-stem.

When the slide-valve was first designed it was made and used without lap and lead, when so made the eccentric was simply fastened at right angles to the main crank, because while in that position the least movement in either direction would open either steam port. But with slide-valves which have lap and lead it becomes necessary to advance the eccentric enough to overcome this lap and lead. The proper position, therefore, for the forward motion eccentric, when the pin is on the front dead centre, is with its big part, or belly, up, but in order to overcome the lap and lead, it has to be moved ahead of the right-angle-position, that is, toward the crank pin, far enough to move the valve the amount of the lap and lead, because when the pin is on the forward centre, the piston is about to start on its back stroke, and the front steam port should then be open, the amount of lead allowed it. This so-called angular advance of the eccentric brings the full part of the forward motion eccentric about one-twelfth of a revolution ahead of the right angle position, and above the axle when the pin is on the forward centre, while the back motion eccentric must occupy the corresponding position below the axle. It would at first seem as if the forward motion eccentric should be just opposite the backward

motion eccentric, and this would be the case with valves with no lap and lead. But as explained above the lap and lead necessitates an adjustment, which brings the eccentrics to one side, or toward each other. They are thus only about one-third of a revolution apart, and each in its turn ready to open the port to admit steam into the front end of the cylinder, while the situation of the valve on the other side, which is governed by the position of the reverse lever, determines which way the locomotive must move. The above explanation applies to the ordinary type of locomotive, with eccentric on main axle, and valve moved by the intervention of the rocker-arm, ~~as~~ is usually the case.

NEW YORK, February 6, 1888.

MR. EDITOR: In answer to "Fireman's query about the proper position to key rods I will give my opinion. The centres are the *only* points on which *side* rods and *back* end of *main* rod should be keyed up. Front end of main rod should be keyed on any quarter. I will give my way of doing the job. Get engine on straight track—over a pit is best—examine wedges and if they are not snug make them so; pinch engine from the tender or truck wheels to a center, don't pinch from a driver or you will advance the crank on that wheel just the amount of lost motion in side rods ahead of the other cranks and throw your cranks that much out of tram. When on center, key side rods and *back* end of main rod; and then go to the other side and key *front* of main rod on that side, using your judgment how tight to set your brasses, then advance the engine from quarter to centre and key the rods same as on the first side, then go around to the first side, which will be on the quarter, and key front end of that main rod and your job is done, for if you have followed instructions as above your rods will be right on the other centres. If you pinch from one of the drivers and get your brasses right on one center and then pinch her to the other one, the chances are ten to one they will not be right there, due to the cause I have given. Never touch side rod keys until you know your wedges are snug in place; to do so is to risk getting your rods too long; then if your wedges should be set up, hot pins and sometimes broken rods or pins result, and the wonder is, "What did it do?" Why the centres are the only proper points to key side rods is because there you cannot get the rods out of their proper length if wedges are up. Back end of main rod should be keyed on center because the pin has *least* wear there and is consequently the largest; and why front end should *not* be keyed on centre is the wrist or cross-head pin has the *most* wear at that point and is in consequence the smallest; hence key on the quar-

ter for front end. I have frequently been told that the centers were the proper place to key side rods because there the "pins were largest." Suppose the engine had just been fitted with new pins all around, then, according to that theory, it would make no difference where rods were keyed. A great mistake. I opine that more side rods and pins are broken from improper keying than from all other causes combined.

I am only aware of one blunder in any of my writings for the *Magazine* and "E. S." has not yet found it.

Kindly "Dock," don't give us any formulas in algebra, it is too rich for our blood.

In the days of copper flues and flue sheets I have seen the water fly from a hard reversing of an engine; but since iron or steel has superseded copper I do not know of an engine leaking from a reverse. Three years ago I ran an engine in Montana and I always had her reversed against my train on down grade; could not otherwise hold it, and she never leaked.

I cannot help saying something in reference to the editorial in January number on "Mutual Obligations." There is not one sentiment in it that is not sound to the core: how much more smoothly would mankind get through life if we gave more thought to our duties to each other. If we would, only follow the old precept of Confucius, the Chinese philosopher, "Don't put a hat on your neighbor that you won't wear yourself," we would not have such a keen appreciation of our own rights, nor so blunt a one for the "other fellows." Burns says:

Oh wad some power the giftie gie us,

To see oursel's as ither's see us;

'Twad frae mony a blunder free us,

And foolish notion.

What ails and galls in walks would lea' us,

E'en in devotion!

I would not by any means deprecate a man for holding to his self-respect, or for maintaining his position in any demand for what is right, but he should be equally willing to accord to others what they conceive to be right, and so strike a happy medium.

E. J. Rauch.

MR. EDITOR:—South and southwest from my home, at Glen-Loch, at a distance of about six miles is situated the borough of West Chester, the county seat of Chester county, Pennsylvania. Chester, Delaware and Montgomery counties, with their quarter million of people, are now but little better than outlying suburbs of the great city of Philadelphia, containing a million of people. West Chester has a population of 10,000. Suddenly and without any warning a great calamity befell them, and seven human beings were killed by the explosion of a boiler in the plant of the Edison Electric Light company.

The two articles herewith, for the Mechan-

cal Department of the *March Magazine*, have grown out of that fact, and another, that the locomotive Henry F. Shaw is now lighting this town in place of the exploded boiler. As these articles fully explain themselves further comment seems unnecessary. The paper from which these were taken is said to have "the largest circulation of any inland daily in the state" of Pennsylvania.

From the *West Chester Local News*, December 30th, 1887:

[Communicated.]

IN CORRECTION OF A FEW ERRORS, AND CONCERNING THE SHAW LOCOMOTIVE.

EDITOR LOCAL NEWS:—The Shaw Locomotive (Henry F. Shaw), named after the inventor, a resident of West Roxbury, Mass., was contracted to be built in February, 1881, by the Hinkley Locomotive Works, of South Boston, Mass., for the Shaw Locomotive Company, for the sum of ten thousand dollars. She was built to cure what is known as the "Hammer Blow of a Locomotive Driving Wheel." [See *Locomotive Firemen's Magazine*, Mechanical Department, May and June, 1887.] A singular incident connected with the date of contract for her construction is the fact that Mr. John W. Cloud, a graduate of Westtown School, and "Engineer of Tests" for the Pennsylvania Railroad Company at the time, and now General Superintendent of Motive Power of the New York, Lake Erie & Western Railroad, read a paper before the American Institute of Mining Engineers, February, 1881, entitled "Shocks on Railroad Bridges;" upon the statements made therein it was demonstrated that a Pennsylvania Railroad Class B locomotive, 5 feet by 8 inch drivers, 18 by 24 inch cylinder, 300 pounds of counter-balance in each wheel, struck with two drivers at the speed of a mile a minute, at each revolution 9 tons and 27 pounds, or four tons, one thousand thirteen and one-half pounds to each driver.

This locomotive ran experimentally upon the Boston & Providence and Boston & Fitchburg Railroads, commencing in June, 1881. In November of that year she was placed in service on the Camden & Atlantic Railroad, running from Camden to Atlantic City, N. J. After some fourteen hundred miles of service it was found that some portions of her working gear was too light, and of iron, with a nominal ten-ile strain of 36,000 pounds. She was then laid up and a contract made with the Midvale Steel Company, Philadelphia, to make steel of the very highest standard. This took from December 12th, 1881, to May 12th, 1882. This steel was certified to us as of 110,000 pounds of tensile strength, with 14 percent of elongation. She was then put in service, these steel forgings having been placed in her by the Baldwin Locomotive Works, again on the Camden and Atlantic railroad, her engineer, Edward Osmond, now with her in West Chester, in charge. She ran here until in September, when she went into the Baldwin Works for a complete overhauling and reconstruction, then to be submitted for tests on the Round Brook and Reading Railroad by a committee of the Committee of Sciences and Arts of the Franklin Institute, after which she went to Chicago for the Chicago Exposition of railway Appliances, 1883, where she took the medal in the class in which she was especially entered, "*The best locomotive balance.*"

In May, 1885, she was fitted for and successfully burned crude petroleum. [See *Mechanical Department Locomotive Firemen's Magazine*, November, 1887, page 668] and if the West Chester electric light people had so determined, she would have been brought to West Chester all ready for that purpose. They thought it best to take no risks or uncertainties at present, but to go back to a sure thing, and give West Chester light as soon as possible, she had then to be dismantled and refitted for coal. In June, 1885, the American Railway Master Mechanics' Association, by reso-

lution, decided to join a committee of the Franklin Institute to report upon and devise a plan of weighing the blow herein referred to. This joint committee did devise and adopt a plan, and this engine has been entered against the world for this final test. She may look rough, they all do when stored away and loaded, but when on dress parade she can look as well as any of them; with 30,000 miles of service of excessively high speed to her credit, it is only a question of paint and polish. This locomotive is the property of the Shaw Locomotive Company, of which I am now, and have been Managing Director since 1883. She was inspected and insured against explosion by the Hartford Steam Boiler Insurance Company before leaving Philadelphia. I have traveled with her engineer, now in charge, more than 10,000 miles in her cab. I believe she is equally safe with any locomotive of the Pennsylvania Railroad running into West Chester. She does not carry 600 pounds of steam pressure, but 125 pounds. I believe she is perfectly safe at 140 pounds. The mechanical corps of the *Local News* have been at me for some time to come to West Chester and explain the locomotive wheel puzzle. This I promised to do at any time, the proceeds to go to the West Chester Library. Since the organization of the West Chester's Board of Trade it has been suggested that I speak under their auspices, the proceeds to go to the relief of the sufferers by the recent calamity. It has not gone so far yet that I have arranged for the "lady vocalist to come." Some time ago Prof. Phillips, chief of the West Chester Normal School, and also of "the starry heavens," said he would like to hear me speak on a mechanical question, but he feared it would be too technical for a mixed audience. I have mentioned this to the gentlemen who have conversed with me about the matter, and it has been suggested that a skillful reader and perhaps musician might obviate any possibility of what Prof. Phillips, as an experienced lecturer, seems to fear.

I have given the gentlemen two titles from which to choose: "Safe High Speed Travel"—this was chosen for me by Prof. S. W. Robinson, Professor Mechanical Engineering Ohio State University, Columbus, Ohio, without my knowledge, and in advance of my visit there with this locomotive in May, 1884, on my way to the Chicago Railway Exposition, by invitation of that body. Prof. Robinson is also Bridge Inspector of the Ohio Railway Commission. The other was chosen for me by the Brotherhood of Locomotive Firemen at their annual convention in Philadelphia fall of 1885—"Echoes from the Locomotive's Cab, the Round House and the Rail." This entire matter, however, is in the hands of the gentlemen with whom I have conversed, and I am at their service, as the locomotive was when wanted.

Truly Yours,

William E. Lockwood.

GLEN-LOCH, December 28, 1887.

[Communicated.]

CRYSTALLIZATION AND LAMINATION.

EDITOR LOCAL NEWS:—After a somewhat careful inspection of the wrecked boilers at the Electric Light Works yesterday I have reached a conclusion in my own mind as to the cause: First, that the iron was not up to the standard at the time of the explosion; the high pressure to which it was subjected produced "*irregular vibrations*" in the metal of the boiler, which Prof. S. W. Robinson, Professor of Mechanical Engineering in the Ohio State University, Columbus, Ohio, and Inspector of Bridges to the Ohio Railway Commission, has called "*cumulative vibrations*," and such continued vibrations were the cause of this accident. Second, all indications point to the fact that when the rivet holes were brought together for riveting, whatever defect of fitting was wanting they were brought to place by the purchase of a drift pin, in this manner weakening the iron on the side of the rivet hole next to the edge of the sheet; instead, these should be brought to place by bolts and then reamed out to fit before the rivets were brought to place. Third, any one who desires to make an inspection will find what I found yesterday—*crystalliza-*

tion—the marks still bright after two weeks' exposure, while other parts were badly oxidized; the marks of *lumination* were shown in most of sheets along the line of fracture.

This is not a new subject to me or to the readers of the *Local News*. On December 20th, 1876, between 7 and 9 o'clock P. M., "the Astabula Disaster" took place. [See volume with this title, of 208 pages, West Chester Library.] On January 8th, 1877, you, Mr. Editor, being agreeable thereto, I wrote under the nom-de-plume of "Mechanic" an article entitled "Was Chrystallization the cause of the Ashtabula Horror?" Again on the 12th, under the same title, another, and again on the 13th another. Perhaps, Mr. Editor, it may be worth your while to reprint them now in the day of West Chester's calamity. In the "Mechanical Department" of *Locomotive Firemen's Magazine* for January, 1888, just out, will be found an article on this question by Prof. George F. Swain, Professor of Civil Engineering Boston School of Technology.

Yours truly,
GLEN-LOCH, December 31, 1887. William E. Lockwood.

P. S.—Since the foregoing was written the *Magazine* has come to hand for January, and also the *Journal* of the Brotherhood of Locomotive Engineers, both doubled in size and wonderfully improved in all respects. Deloss Everett, Second Grand Engineer, who is well known with us, for he has been running "*Fast Line*" past Glen Loch for twenty-five years. (Glen Loch is the new name, meaning Lake of, or from the Glen, since 1872, he knew it best as "*The Steamboat*.") How either Brotherhood can get up such a "*Magazine*" or "*Journal*" for one dollar per annum, passes my comprehension, and our firm are printers in the line of our business, running twenty-two presses. Perhaps you can make it as clear as the merchant did to the old lady, who asked him how it was that he made any money, for he was always "selling his goods less than cost." "Why, Madam, said he, it is entirely owing to the large quantity of business I do."

In talking to or writing for Firemen or Engineers I seem to be dealing with both. They are one and the same, with only this difference, the last has gotten there, and the first has the most laudable ambition and hopes too.

Referring to January number 1888, *Journal B. L. E.*, page 52, "*Technical*," I find the following inquiry:

"Will some one of your valuable readers inform me how the water-brakes are used on the Denver & Rio Grande." J. F. W., York, Pa.

If "J. F. W." will look in the *Mechanical Department* of *Firemen's Magazine* for February, 1888, in an article entitled "The Failure of Air Brakes," he will read of my experience in the direction of his inquiry, and just to that extent it is an answer to his question.

William E. Lockwood.

GLEN-LOCH, January 16, 1888.

GALVESTON, TEXAS, January 28, 1888.

MR. EDITOR:—The February advance copy is at hand, and with it, comes "Tallow Pot" jumping on me like a turkey on a June bug

on account of my answer to "Vacuum." Now "T. P." what have you found to so excite you, have you got a bite? Maybe you will find that you have caught a tartar one of these days. But no matter, just jump on, my shoulders are broad and I can hold up a good load. So you think your "M. M." would give me a chance to further develop my tourist faculties or at least allow me some time to rest, do you? What for? may I ask; for knocking out both cylinder heads, or for bringing her in that way without assistance? If the former, Bro. "T. P.," allow me to inform you that there are conditions for which no engineer is to blame and two cylinder-heads can be knocked out and the engineer be entirely blameless, then why should he be discharged? In this section of the country as well as a great many others I have worked in, if a man is discharged without sufficient cause, a committee goes to the "M. M." and carry the matter clear to the General Manager but what they carry their point; the man found not culpable is reinstated and gets full time for all time lost in consequence of having been pulled off. If the latter, your "M. M." must be a queer genius, as at least three-fifths of the "M. M.'s" under whom I have served would summarily dismiss an engineer who was unfortunate enough to knock out both cylinder-heads, if he could not bring his engine home without being towed in, provided his machinery was all in good order. As to firing with four or five shovelfuls of coal, maybe you can get along better that way than any other, and the same has been said of several engines here that on this road are called "hogs"—a Baldwin mogul 17x24 and 18x24. When I first spoke of firing engines with two scoops of coal at a fire some of the firemen would say "you can't fire engine No. — that way," you have to load it to her five or six at a time. I went out on two of the engines and kept them hot firing with one and two, sometimes, but very rarely, three, never more than that and sixty-six miles from here, with a train of forty-five loads, the grades were plainly visible. The end of the division was reached, the last two miles being up hill, where all the notches were distributed and the engineer and myself both wished we had more notches, she labored so in the "company notch," still when I went to the round house the fire did not exceed six inches in depth and we have stationary grades. If this does not argue in favor of the small amount at a time, I don't know anything about it at all.

I asked a question about injectors in December number and no one has answered, but my theory is knocked into a cocked hat by Mr. E. J. R.'s article in February number about the "Exhaust Injector." I used to think I knew something about injectors,

but that took the wind out of my sails as completely as ever a big vessel took it out of a little one's by coming up to windward of her on "Old Ocean's" briny deep, and what it took me years to study out as the cause has been exploded in a minute and I shall do as Mr. Rauch does and also think with the school boy, "'tis as it 'tis and can't be no 'tisser."

In a former article I hinted at a weakness generally existing on the part of firemen and I believe it is a rule. What I speak of is sometimes called "throttle fever." It affects most young firemen in six or eight months. They want to be engineers before they are passable as firemen. What I said about the child not being able to add 2+1 being started in ratio and proportion I meant as a simile, the child knows nothing of numbers and their value in relation to each. Notation and numeration must be learned before the other branches can be taken up. From this it continues step by step, addition, subtraction, multiplication, etc., no skipping or jumping over; the task is necessarily a long one, but some of course master the whole in one-half the time required by others to get only a medium understanding of it and just so with a young man trying to be an engineer; he does not even know what steam is, yet he wants to govern it; he knows nothing about the machinery of a locomotive, but he wishes to attempt to put that machinery, of which he has no knowledge, in motion by that steam, of which he knows less, and thinks he will be able to do effective work with these materials of which he knows nothing.

To all who may be afflicted with this disease I would like to give a little advice: learn first how to make steam, study cause and effect, make a study of combustion, not from the scientific standpoint but from a practical standpoint as regards a locomotive. It would do you no good on an engine to know how many ounces of water a pound of coal will evaporate or how many gallons of water a ton of coal will convert into steam. A man might know all this and be able to give figures for all of it, but when put on the deck with a scoop in his hand, fire-box in front and tender behind him, he would be no better off than the man who only knows what steam is by having seen it come out of the spout of the tea kettle. What you want to study is this, how to regulate your draft, what condition to keep your fire in, etc. Watch your engineer closely, see how he pumps his engine, make a study of engineers before you begin to make a study of engines. Of course I know some engineers can't be learned and the more you study them the less you know about them and in almost every case such men were early attacked by throttle fever when they began as firemen. They never

were half-way decent firemen and when the time came for promotion they went over the deck to inflict punishment on other firemen. When you have found out how to *keep her hot* may be you will think you know it all, but you don't, the next thing is to learn to *keep her cool*, calculate how far from the top of the hill you must quit firing in order to keep her from blowing all your water out through the safety valve, then you have the road to learn to aid you in effective firing, and one thing you will have to learn is this, do *all* your firing when the engine is working steam, never load her going down hill with the blower on because nine times out of ten you spoil your fire this way. Fire by your fire, by the condition of it, and if when you open the door you see that one scoopful will cover all that is necessary, do not chuck in four or five, as you are only doing useless work, for you will either bank your fire or have to open the door to cool her off and holding the door open when an engine is working is very hard on flues; see how hot she can be kept without popping. When you get these points pretty well learned you can cast your eyes on the machine you are furnishing with its power, and let me tell you your progress will not be slow. If you have mastered firing pretty thoroughly you will be surprised to see how readily the knowledge will flow in about the working of the engine and if you should be consigned to a "scrap heap" as they are called, do not kick but thank your lucky stars for it as you are thereby put into direct communication with knowledge, for every time a stop is made she must be examined, each breakdown or slight mishap will teach you something and you can learn more (after you know how to fire) in six months on an old scrap-pile than you would learn in ten years on an engine in perfect working order in all her parts. I once saw an engineer who fired six years and ran an engine eleven years and when he slipped an eccentric he could not set it; don't emulate this man but begin at the bottom to acquire the knowledge of a locomotive engine, and don't try to learn too much at once, but learn *thoroughly* what you do learn.

When I speak of firing engines with one and two scoops of coal, of course I don't mean all engines can be fired this way. What I mean is engines of the old style with deep fire-box ranging from fifty-six to seventy inches inside in length. The engines commonly called consolidation engines and other engines built on that plan with fire-box door next to the tank, boiler running through cab, of course I except from the list, but have fired an engine of this style with 104 inch inside fire-box with two scoops of coal at a time, but it is too much like work and I found it much easier to fire

this engine with three or four, but saw other firemen on the same kind of engines and same division who would put in from six to ten scoops of coal at a time. I tried it to see how it would work, but as I am right-handed and the steam gauge worked left-handed under this treatment, I gave up the style as I wanted harmony and as soon as I came back to light firing my gauge became right-handed again, also a fire-box with a brick-arch or water-arch is very difficult to fire with two shovels of coal.

Much obliged "Paul" for your chapter on lead, but as you will see by my article in February *Magazine* my first was only a preliminary article. Mr Rauch's statement about his "hog," the amount of lead she had and the manner in which she handled her train, seems to verify my statement and figures that the smallest possible amount of lead in full gear is the best for all purposes, as his engine was line and line in full gear and when hooked up one notch only developed about $\frac{1}{2}$ lead.

Yes, "Fireman," it is proper to put the engine on center to disconnect side rods, also to key up side rods, also back end of main rod. The reason is that all rods have a rigid point in making the circle of their stroke and that rigid point is center, hence if you key your rod or line it on center it will freely pass all other points.

I have never as yet expressed myself on the "throttle" question, not because I had no theory on the question, but as my former articles had already taken up enough room.

I can not fully agree with "Vulcan" and some four or five others about full throttle, as circumstances alter cases and some places there are where it absolutely can't be done. Take the A. & P. from Albuquerque, N. M., to Winslow, Arizona, run an engine in that country by your full throttle plan and I'll wager that before you have gone thirty-five miles, you will be thankful that she had a soft plug in her, provided you were fortunate enough to have one that had a soft plug, also some engines will not stand full throttle, so my different experiences and travels have brought me to this theory about the throttle question: hook your engine up in the highest notch that she will do her work in and then give her the amount of throttle required to do the work. This I believe will cover this point under all circumstances, for if you have an engine that will stand full throttle and the water you are using is good, you can hook her up and open your throttle wide but some engines will do their work hooked up in the highest notch with throttle only partly opened, but when opened wide will crowd themselves so as to lose speed and also fail to make steam, also an engine working water will not pull cars nor will she steam, hence my conclusion as above.

Wm. E. Lockwood contributes a piece which comes from across the waters about "men who are neither horn nor made" and yet "they grow." This is all very nice about engineers growing, they are *born*, and go to any large railroad you can see it verified every day. If they grow, how does it happen that a number developed by the same means, under the same tutors, have such vastly different ways of putting into effect the knowledge they have obtained. Many engineers I have fired for who *grew* I was always glad when I had a change, for they had all been mis-labeled when *planted* as engineer sprouts. Some would have won fame for themselves at the bar or mayhap in the medical fraternity, but as *engineers* they were a mere figure-head. It is just like planting trees. Take a willow sprig and plant it in congenial soil, tend it right and carefully and it will grow and flourish, but all the attention you can give it will not make an oak out of it, it will grow and spread and decay, be forgotten, but from first to last it was a willow.

"Dirigo" comes out with an article on pumping which tallies with my theory in that respect, but Bro. "Dirigo," if you fired six years and only fired for twenty-five engineers in all that time people must be stayers where you are located, for look at my experience, I have fired extras on this road about two months and in that time alone I am only four behind you, as I have fired for twenty-one engineers in two months and in the past year have fired for about 150, as I would scarcely fire two trips with the same man. I have been somewhat of a tourist, and you all know the old saying "a rolling stone gathers no moss," but if I have failed to gather moss I have made it up in experience, and by keeping my eyes and ears open and attending to my business I have managed to get along very well where others have not gotten along at all.

Yours fraternally,
Eccentric Strap.

WILLIAMSBURG, VA., January 28, 1888.

MR. EDITOR:—I am sorry to see that being weighed in "Vulcan's" balance, I am found so wretchedly wanting in the essentials of an acceptable correspondent. Perhaps if he had my long and varied experience he would reserve his judgment and also condense his criticisms considerably. For my own part I never pretended to any high standard of mechanical knowledge, but having often profited by the skillful appliances of others and found them so thoroughly effective on our engines, I really was surprised at their absence here. I also thought that it would be interesting (if not instructive) to some of the young men to hear about and contrast the crude machines we

had in early days of railroading with the perfect machines in use at the present time; in fact I think I have somewhere seen that that reminiscences of the past would be agreeable, and so in all honesty of purpose I came before you without a screen over my name; in looking over "Vulcan's" three and a half pages of criticism a close observer will find some things that might be classed in even a lower category than Noah's engine. Take for example an engineer that could not multiply 7x6 and also what follows.

I will now give in as few words as possible a description of those old locomotives: (There were two of them); they had upright cylinders, one each side of the boiler, with valve chests on the side next to the boiler; the engineer stood on a raised platform and with two little levers with rods attached to bell-cranks underneath the valve-chests, worked the engine—the fireman's place was underneath the engineer's platform. I intended a more full and humorous description, as I think, with Scott, that "a little nonsense now and then is relished by the best of men." I am of the opinion that "V." has had no experience with hand-gear locomotives and he has little chance now as it took a smart man to work them up to ten miles an hour; they were only used for hauling coal about St. Kollox and Port Dundas, Glasgow. I shall not again vex "Vulcan."

Yours respectfully,

Wm. Gore.

KALAMAZOO, MICH., January 22, 1888.

MR. EDITOR:—"Smoke Box" in January issue pictures an engine with eccentric cams turned down $\frac{1}{4}$ inch. He then says the eccentric rods must be lengthened, or the engine will work lame. Agreed! He then seems to carry the idea that increasing the length of rods increases the travel of valve. There is his error. If the job is correctly done, the increase in length of rod equals the decrease in diameter of cam one-half, thereby keeping the valve "square." Then comes the query, why do large engines have larger eccentrics than smaller ones? As a rule locomotives use the plain slide valve, and the larger the engine the larger the valve-seat, consequently as the bearing surface of the valve (which produces "the work" for the valve gear) is increased, it is deemed necessary to distribute the increased pressure on the cams over a larger surface in order to avoid excessive friction. He then asks how to lengthen or shorten the travel with the rods, and why reducing cams does not shorten the travel. In reply to first would say, impossible! To second, that diameter of cams does not affect the travel. Travel is obtained by throw of eccentric. The throw equals the distance between centre of cam and centre of axle.

L.

EAST SAGINAW, MICH., January 30, 1888.

MR. EDITOR:—I was kept so very busy last month that it was impossible for me to find time to contribute anything to the Mechanical Department, but I will try and be more regular in the future. I want to say a few words about what I consider correct methods of firing, but first I will answer "J. E. H's." switching problem as I see by the February advance sheets that no one has tackled it yet. This problem looks hard at first sight and there is considerable turning and twisting about it, but I will try and make the answer as clear as possible so that it can be understood by all. For the sake of clearness in explanation I will number the trains 1 and 2. Both engines will go on the table, turn and run off; this leaves them on right side of table but headed the wrong way and on wrong end of cars. No. 1's engine picks up one of No. 2's cars, runs on table, turns and shoves car off table, takes the next car of No. 2's train and does the same, then the last one and does the same, then No. 1's engine turns so as to be headed right, picks up No. 2's train and runs across the table out of the way so as to allow No. 2's engine to go through the same operation. Now we have both engines where they belong, but No. 1's engine has No. 2's cars and No. 2's engine has No. 1's cars. We now back the hind car of each train on to the table and turn them, each engine picks up a car and runs off the table, now the hind car in each train is where it belongs. No. 1's engine now backs two cars on table, turns, picks them up and runs off with them. No. 2's engine does the same. Now the middle car of each train is where it belongs and the head and hind ones are not. We now back the hind car of each train on table and turn them, each engine picks up a car and runs off table. Now the two hind cars in each train are right and the head one is wrong. No. 1's engine now backs all three cars on to table shoving one of them clear across out of the way and turns the two head ones, she then couples up and pulls the two hind cars on to the table and turns them. No. 2's engine does the same thing. Now we have both engines and two cars next to them where they belong, and all we have to do is to back the hind car of each train on to the table, turn them, and each engine picks up its own car and goes, and the thing is done.

To return now to the subject of firing. There has been a great deal said in these columns about the theory of firing a locomotive. Now I have done a great deal of firing on about all the different makes of engines used in this country, and, although laying no claim to such extraordinary ability as "Eccentric Strap," I have been considered by some to be a shade above the average and my experience leads me to believe

that theories about combustion amount to nothing; they will work all right in a saw mill or any place where the grate surface is large enough so that steam may be produced by a natural draft, but where we are compelled to use an artificial draft as in a locomotive, they fail for the reason that it is impossible to get a draft exactly alike in any two engines. One engine may steam freely with a four-and-a-half inch nozzle, while another engine with exactly the same dimensions as the first may require a nozzle from one-fourth to one-half an inch smaller in order to get steam enough out of her to do her work. How is it possible to fire these engines alike and get steam out of both of them? It can't be done. Some time ago when this company first commenced to use extension front ends they issued a circular to engineers and firemen giving rules for firing the engines equipped with that invention. Firemen were cautioned never to use but one scoop of coal at a time, then after allowing sufficient time for gases to become ignited put in another, the claim was made that by this method of firing, the engines could be kept hot, and the smoke nuisance almost entirely abated. Here was theory for you and correct theory, too, but how did it work? An honest effort was made by all to live up to instructions and while some of the engines did well enough, others were trying to make their running time with eighty and one hundred pounds of steam with no noticeable abatement of the smoke nuisance. Gradually the men fell back into firing the engines for steam and we have heard nothing about smoke for over two years. The only secret of being a good fireman lies in knowing just when to give an engine coal, just how much to give her and just where to put it so that it will do the most good. While agreeing that light firing is almost always the best, I have fired engines that would not steam at all with light fires and I always make it a rule to give an engine what coal she needs, be it much or little; if she steams with one or two scoops of coal at a fire that's all I give her, but if she needs four or five she is going to get them, regardless of theory. "Dirigo" is correct in saying that no engine can be properly fired unless she is properly pumped. I have fired for men who never shut off an injector until they had to. I will never forget one old fellow that I used to fire for. He was a fine mechanic and a good engineer with the single exception that he used to forget his injector. He was a very pleasant old fellow when off the engine, and full of funny stories, but as soon as he got on his engine he was a different man and I have gone over the division with him many a time without a word being spoken between us. If his injector happened to be on when pulling out of a station he would leave it on until the

engine commenced to lag; he would then look at the gauge with a startled sort of a look, turn and give me a look calculated to freeze me to the deck, make a dive for his injector, shut it off, hook her down a notch and stick his head out of the window and leave it there until she popped two or three times, then he would come back in the cab, put on his injector and go through the same operation again. Now this was all forgetfulness; he knew it was wrong and he often told me so, but he seemed to forget everything except making his running time and making his meeting points on time. I am running on at a terrible rate and I am afraid you will not accord me the space to say any more, but before I close I want to say a word to "Vulcan." I did not intend to prove you wrong in using the word lengthen in the example of setting valves, I merely wanted it understood that my word was as good as yours. In regard to my answer to "H. G. C." on the cross-head question, I will say that if I made a mistake it was neither a slip of the pen nor a mistake of the printer; it was only another figment of the diseased imagination of Vacuum.

BURLINGTON, N. J., February 1, 1888.

MR. EDITOR:—Through the columns of our *Magazine* I would like to ask some of our scientific firemen an explanation of the following subject:

The watchman oiled our engine, pushed down the fire, took the blocks from under the wheels, and had everything ready for us to start out with. He had occasion to leave a few minutes to go into the freight house and while he was away, the engine started back, knocked the back end of the shop out, then started ahead, ran out of the shop half a mile down the main line and collided with a freight train standing at the station getting orders, and was running at the rate of about six or eight miles an hour when she collided. The engine was backed into the shop and the lever lifted out of gear and was out of gear when the engineer of the freight train boarded her. There was a railroad tie laid across the rails at the back of the shop. Now in what position must she have stood, and in what way could she reverse herself? An explanation of the above will greatly oblige

Yours fraternally,

John Bull.

LA CROSSE, WIS., January 27, 1888.

MR. EDITOR:—What alterations should be made with the valve gear of an engine to use a 5½ inch throw eccentric, instead of 5 inch throw? Also, which would be the most beneficial to an engine in regard to speed, a 5½ inch throw eccentric, or 5 inch throw eccentric, with 5½ inch valve travel?

C. B. & N.

MR. EDITOR:—Your motto must be excellent, for it cannot be denied that each number of our *Magazine* excels the previous one in appearance and interest, so that even the "outside world" is forced to acknowledge the growth of interest in this department, as is manifest by the clipping from that lively paper for the people, the *Philadelphia Ledger*, as reproduced on page 113 of the February *Magazine*. When a man of Mr. Child's world-wide fame and reputation commends our progress, it is certainly time that all our members should also fully appreciate the efforts which you have made to make this department of the *Magazine* a commanding feature of the book.

As "Mechanics," "Questions on Steam Engineering" and "Failure of Air-Brakes" seem to require no comments or answers I pass them by to get to "Dock," who gives us a really scientific article on "Gravity's" queries, but I am afraid the common, everyday firemen, of whom I am one, will be in the position of a certain deacon in a church, who reproached his pastor because he did not use more Greek quotations in his sermons. The minister was rather surprised at this interest in Greek, and asked the deacon whether he understood the language. The deacon answered: "No, but we pay for the best, and you ought to give it to us." So Bro. "Dock," even if we cannot follow you through the intricacies of algebra, we want the best you can give us, even if we cannot quite understand.

"Fireman" asks a practical question more in our line than the somewhat problematical and unfathomable discussions on points of "Gravity," and that is the proper position to place a locomotive in, while keying up rods. Not long ago I had the question put to me by a machinist then at work on the brasses of the main rod of a locomotive. My answer was that the keying ought to be done when the largest part of the pin was in line with the rod. The next question was, "Which way does the pin show the largest, or at what point is the most wear?" I answered that the hardest push and pull came on the pin just after passing the centres, and that the faces that received that first hard push or pull would naturally wear away more than the other sides when the pressure in the cylinder was not near so great. The machinist was inclined to believe differently, and said that in his practice he found that the large part of the pin was in line with the rod, when on the dead centre. We had during this time taken off the strap and brasses on one side, and were ready to reduce them when the machinist went to calibre the pin to see how much to take off the brasses. Much to his surprise he found that the large part of the pin was on the quarter, and that if that locomotive was "keyed up" snug when on the dead

centre, she would bind while passing over the quarters, and no doubt get hot and do some damage, but he still adhered to his former statement, and we have had no other chance to measure since then, but if theory and practice do not combine to point out the quarters as the proper place to "key up," I shall be very much mistaken.

[NOTE.—Since writing the above I have had another talk with the machinist, and he told me that since we took the measurement above referred to, he had been closely watching and calibrating all the pins he happened to have a chance at, but seemed to strike a lot of new pins, which were not worn out of true circle enough to show, and so it would do to key them at any point.]

"Eccentric Strap" has used the "swing illustration" with good effect, and has evidently "been there," for he knows just how the thing worked, and his remarks on too much lead and its "tire effects" on his feelings are very much to the point, and while I believe in lead I do not now, nor have I ever believed, that the more lead you give a locomotive, the smarter she will be. In my late practice I have found some locomotives which worked very smoothly and without a thump until hooked up very closely, when they commenced to hump themselves, at one moment jumping ahead and at other parts of the revolution apparently holding back, and have no doubt that the excessive lead obtained while hooked up so closely was the trouble with them.

"E. S." thinks myself and Mr. Rauch are wrong for believing that no more weight can be put on the drivers by running forward, above that on the drivers in running backward. When answering that query before, I had in my mind's eye the type of locomotive we are using at this place—the Mogul type, three drivers, one single pair of wheels in front. The thrust and pull of the main rod is exerted on the guide, the centre of the guide being coincident with the centre of the front driver. With this class of locomotives we note no difference in the amount of slipping, and in actual practice can as easily and readily back any train we can pull, but I am willing to admit that with the two drivers and truck locomotives alluded to by "E. S.," some difference may exist by the transfer of weight from the drivers to the truck, and vice versa, by the change in the action of the main rod, which in this case is then exerted at a point in advance of the driver, and near the truck, yet while admitting this, I cannot fully accept all of "E. S.'s" arguments unchallenged. For instance, he says "the push and pull of the rods and piston is horizontal" and yet he says they tend to lift or depress as the case may be; also that the "downward pressure on back end of rod bears down on the driving boxes," which I think is another

slip of the pen, which it is only necessary to call "E. S.'s." attention to, to have him correct it.

In relation to "E. S.'s." answers to "Inquiry," I shall not at this time have anything to say, except that as far as stated, they are in the main correct, but in regard to setting eccentric, hardly explicit enough for the tyro.

"Link Block" makes his first appearance in these pages, and as is fitting, introduces himself, and gives us an interesting description of the section of our country he hails from. I am glad he is not one that approves of the idea of putting in a lot of coal, and then taking a nap for a mile or so, but that he believes in a "wide-awake" style of firing. In our section we burn hard coal, which admits of more sitting down, but even with this fuel I have never seen the time while ascending our mountains that I felt I could take my ease, and let things go unwatched or uncared for, leaving the engineer as the only man awake and on the lookout. I think many of the boys make a fatal mistake in that regard by assuming that if they get their fires in good shape for a several mile run, they need do nothing else, but can "lay back and take it easy," for in many instances they will find that the more they indulge themselves in this way, the greater the habit will become, until they will never be fully awake, but will do their work in a "machine" kind of a way, without brain fully active to guide and direct the hands in the proper performance of their duties.

As I have before pointed out, it is no use to create high pressure steam, if it is to be reduced to low pressure before it is permitted to strike the piston, as it certainly is by a "light throttle." I had a hold of a locomotive a few days ago, that went back in steam with a full throttle, but when I eased up on the throttle and left her in the same notch she would come up in steam. This only proved that she was not making steam enough for the speed at first run on, but was making more than required for the slower speed obtained with the easier throttle. I could not cut her back any more because she was as near the centre than as possible to run.

On page 100 of February *Magazine*, Bro. "Link Block" will find some figures to refute the idea that reducing pressure on the valve is a benefit to any engine, if it also means reduction of pressure on the piston, but that increase of pressure on the piston, even if it increases pressure on the valve, leaves a net gain in power.

In regard to "squaring a locomotive" with the "adjustable valve-stem," I think "Link Block" is right, and to illustrate the point, let us suppose we have a locomotive on the forward dead centre on the right side.

Throw the reverse lever ahead, and make a mark on the valve-stem. Now reverse the lever, and if the rods are of equal length and eccentrics properly adjusted, and if she has an equal amount of lead in both motions, the valve-stem should be at the same mark again. While the valve-stem may thus show the same for both motions it might show when the tram was applied that the valve was say a quarter of an inch too far back; therefore if the stem was lengthened that much it would square her for both motions.

On page 31 of January *Magazine*, I have given my idea of bringing "H. G. C.'s." disabled locomotive in, and refer "Link Block" to that, and also to my former answer in regard to eccentrics fast in their strap, which concurs with "Link Block's" answer.

Glad to hear from "W. A. G." again, and that he has been convinced in regard to the turned down eccentrics. I have heard the same assertion made that reversing a locomotive with weak flues will make them leak, but cannot see how any strain is thrown on the flues by simply reversing, but if the throttle was also opened, while thus running in reversed gear, it could result in harm, for the cylinders would then be pumping cold air into the boiler, evidently showing an increase of pressure, (as many an engineer may have noted that in making a sudden stop his indicator at once runs up, and that she "pops off" strongly even with the throttle wide open). The air pumped in helps to increase the pressure, but greatly chills the boiler, and as it is mixed with the steam in the upper part of boiler, it causes unequal contraction and strain on the flues, and can thus produce leaks in spots already weakened before.

"Tallow-pot" gives his idea of firing, which of course could not become universal, because locomotives differ just as much as men, and what one man's stomach digests and assimilates, would not do for another man at all, and so the treatment which suits one locomotive, may not suit another one of even the same make, hence the necessity for using judgment in firing each one according to their indicated wants, which can only be discovered by closely watching their actions or experimenting with different plans of firing.

In answer to "H. G. C." we agree, as we do also on compression and release affected by inside lap, and in the answer to "Gravity," we differ only on one point, which "Tallow-pot" will find when he looks it up.

Mr. Rauch again gives us some interesting facts, among others that he was serving his country, at a time when even the oldest among us, (of whom I thought I was probably one) were in our cradles. All hail then to his words, coming from age and experience, backed by sound sense and discretion.

Let us "ever obey the last order," and when done with it, we may understand why we received it; if not, no doubt a civil query will elicit a satisfactory answer.

The injector question assumes new and deepening mysteries, by the statement that exhaust steam is enough to work one against full steam, but in order to work the exhaust steam, it must be confined after leaving the exhaust cavity, and really form a continuous line of steam from the throttle, through the cylinders to the injector, and back through its check to the boiler. I have not seen any of these "Exhaust Injectors," nor any illustrated description of them, but am inclined to believe that any engine fitted with one would show a marked increase in power, whenever the injector was stopped, and that it must show a decrease in power, when applied that would tend to show that while the exhaust may do the work, yet that it has the energy it had when it left the boiler. But if Mr. Rauch with nearly twenty years more experience, and far more practice, is willing to accept the fact that "'tis as it 'tis and can't be no 'tisser" we must be willing to admit that the injector deserves to rank with the unsolved puzzles, but it is to be hoped that some means may be found to unravel this knotty question and give us the "full inwardness" of the mystery.

In regard to weighing things in vacuum, I am in the same boat with Mr. Rauch, having never weighed matter in that condition, but natural philosophy teaches that whether heavy or light, will fall to the ground in the same time, if in perfect vacuum, also that balls from a gun will reach the same plane in the same time as one dropped from an equal height.

In regard to lead opening, I fully concur in all Mr. Rauch says, and so have expressed myself before, and we also fully concur on the varied speed of the cross-head, although I did not in my previous answers on that subject, mention the angularity of the rod, because I thought it would render the question more complex to answer, but Mr. Rauch's diagram on page 107 ought to make the matter plain to all.

Mr. Rauch's method of setting a slipped eccentric is the same plan I would have recommended as probably the most simple that can be devised, and also the most certain of being approximately correct, for it is setting one by the other one, which is supposed to be in place and correct.

"Paul" gives us the result of looking "over a few points on valve-motion," and certainly covers the point of lead, what it is, how obtained and increased, in a clear and concise manner which ought to satisfy all inquirers.

"Washington" asks a hard question to answer, for as the relief valve is attached to

the steam-chest, it would be supposed that whenever steam was admitted to the steam-chest the valve would leak, but that it should only leak when in forward motion, would be a puzzle which those not on the spot would be in no position to solve.

In reply to "E. T. H.," I would say that "when a locomotive is working at full stroke backward motion," there is comparatively no strain on the other eccentric, because the backward motion eccentric rod is then in line with the link block, and does all the work of moving the valve, but when hooked up, the other eccentric has to do work just in proportion as the link block reaches the centre, in which position only an equal amount of strain can be imparted to the eccentrics; at all other points the strain is unequal, and ever strongest on the side in gear, and in proportion to the amount the lever approaches its lowest point.

"Dirigo" gives sound advice on pumping, fully corresponding with my article on the same point published over a year ago. As stated then, a fixed water line not above the top gauge cock, or up in the stack, with the water going in at about the same rate that it is being used, but not exacting quite full duty on a green fire, seemed to the writer the true desideratum in water supply, but my experience of years in firing is, that a small minority only of the men in charge of locomotives appreciate the importance of this uniformity of supply. I have played on this string for some time, and am glad to find some one else appreciates its importance, and how it reacts on the fireman. I have also years ago predicated the opinion that it was only a question of time when injectors would take the place of pumps, and I find that even the most conservative Master Mechanic's are adopting them, and that the old foggy advocates of pumps become admirers of injectors when they properly understand their management.

"Dick" takes issue with "Mechanics," "Eccentric Strap" and myself, on the wheel and lever question, and while admitting that "Vulcan" is "sound on most points," he wishes to convince us of our errors, and in order to do so he proposes to enlarge the diameter of the axle to decrease the power. He ignores the law of friction to which I have called attention in a previous article in reply to "Amboy Division." The law of friction is, that it increases in intensity in proportion as the surface bearing it is diminished, and becomes lighter as the surface bearing it is enlarged. Hence, while a smaller than ordinary axle would have to carry the weight of the locomotive and resistance to motion of the train, on a small surface, each inch of which is subject to a very heavy pressure, the ordinary axle has only to carry the same weight and strain, divided among a larger bearing, and the

same would be true if the axle were increased in size, the weight and strain being then divided among a still larger number of inches of bearing surface, but being no greater than with the smallest axle. The other argument that increasing the size of wheels decreases the power of a locomotive, falls to pieces by "Dick's" own statement that with the large wheel she will develop more speed, but haul less cars. Now, is not the increase of speed a development of power fully equal to any reduction in size of train that may be necessary? If she can now run twenty miles per hour with thirty cars, is she not showing just as much power as if she had pulled forty cars at fifteen miles per hour with the smaller wheel? Figures will not lie when properly arranged, and the miles multiplied by the cars, show an equal car mileage in those cases, and leaves the locomotive just as strong as ever.

"Dick" says Mr. Lockwood is right in locating the fulcrum at the centre of axle, and weight at the point of contact with rail, and all agree on the power being applied at the pin, but "Dick" cannot agree with Mr. Lockwood that a locomotive is more powerful on the top quarter. Well, neither can I agree with that nor the point of "Dick's" logic when he attempts to reason out his leverage. He says "while an engine (locomotive?) is on the top quarter the driver forms a lever of the first-class, having the weight at one end, power at the other and fulcrum between." According to the definition the fulcrum is the place at which the lever is at rest. Apply power as "Dick" has placed his weight on the rail, to the pin at the top, in either direction, and lo, *the fulcrum moves!* "Dick" must try to do better in locating his points. Again, "Dick" says, "when on the bottom quarter it forms a lever of the third-class, with weight at one end, fulcrum at the other end, and power between." Again apply power in either direction and *the fulcrum moves!* How is this, Bro. "Dick?"

"Poly—" has a readable article on eccentrics in which we agree, and on air pumps, with which my experience has been limited and on which I therefore will not say much. That train order is pretty well mixed up, and added to the ordinary care of a locomotive on the road in cold weather seems like a "last straw to break the camel's back." The closing of a link to take up wear would in no wise disturb the former distribution of the steam if closed in from both sides, and as much added to the length of the eccentric rods, as it was closed in on the side nearest eccentrics; or the whole can be taken off on that side, and just as much added to the rods to retain valve in its right place.

"Does increasing the lap on a slide valve of the shifting link motion necessitate any change of the point of suspension of links?"

is "Poly's—" last query, and one which is by no means practical. As "Poly's—" query implies, the valve has lap now; if more is added it would be an easy matter to advance the eccentric more so as to open the front port when the locomotive is on the forward centre, but we have no assurance that the eccentric throw has been increased so as to increase the valve travel enough to overcome the added size of the valve. I hope that "Poly—" will see that a valve may be increased to such a size, that the eccentrics could not furnish throw enough to open the ports, hence alteration in the size of valve must be accompanied by corresponding changes in the ports and throw, and no corrections can be made by the suspension point of the links.

Wm. Gore gives some of his Scotch experience which is interesting.

"C. P. R." gives "W. A. G." his idea on turned down eccentrics on which all now agree.

In regard to the weight of a reservoir of air at atmospheric pressure, or at one hundred pounds, I would say that its weight would be the amount of iron in the reservoir and eighty-five pounds additional, for besides containing one atmosphere it would contain six times as much more and as each atmosphere is reckoned at a fraction over fourteen pounds, the six additional atmospheres would equal about eighty-five or eighty-six pounds.

Vulcan.

WATERTOWN, N. Y., January 20, 1888.

EDITOR MAGAZINE:—Our *Magazine* has made its appearance and is brimful of valuable information. Our Mechanical Department is very instructive. "Vulcan" gives us some good points, but I must take sides against him in his answer to "H. G. C.," where he says the cross-head slows up at either end and travels faster at center of stroke. How can that be? When the lower point of driver is standing still and crank pin is on lower quarter, is not cross-head on center of guides moving slower than at any other point of its stroke? I hold that the cross-head moves faster at either end of guides than at center when crank pin is on lower quarter. I would like to have some one tell me which is the proper place to pump water in a stationary boiler, at bottom or top. Also, does an engine steam more freely with two gauges of water than with three?

Stationary.

HAGERSTOWN, MD., January 27, 1888.

MR. EDITOR:—If an engine stands dead at twenty-five pounds of steam does the needle move as soon as she gets hot, or does she have to have twenty-five pounds of steam before it will move?

Coal Heaver.

Activity in Railroad Building,

MR. EDITOR:—The following clipping from the *New York Sun*, of December 30th, 1887, gives a cheering account of railroad activity, and shows that the past year has exceeded the year 1882, when 11,568 miles were built, by more than 1,200 miles:

The *Railway Age* says that the year 1887 has surpassed all other years in the extent of railway mileage constructed in the United States. Our returns show that 12,724 miles of new main line track have been added to the railway system of the United States, no account being taken of the hundreds of miles of side track built nor of the thousands of miles of main line tracks relaid. When in 1882, during the period of extraordinary activity, 11,568 miles of new road were built, it was generally believed that these figures would not again be equalled. Here is a summary of this year's work:

	Number Lines.	Miles.
Three New England States	8	109
Five Middle States	25	303
Ten Southern States	81	1,691
Five Middle Western States	59	1,664
Six Northwestern States	63	3,153
Six Southwestern States	101	5,149
Seven Pacific States	27	643

Forty-two of the forty-seven States, 364 12,724

It will be seen from the table that the greater part of this increase of railways has taken place in a few Western States. New England and New York contribute scarcely anything to the total. The great Middle States add very little, and the additions in the Southern States are not as large as many anticipated, although Alabama presents a fine record with over 500 miles; Georgia adds 230 miles, Florida nearly 200, and Kentucky and North Carolina each a little less. The North-western States, including Michigan, Illinois, Iowa and Minnesota, have shown very considerable activity, but the great rush of railway building has been in the central belt west of the Missouri river. Kansas leads with the total of 2,070 miles. Nebraska comes next with 1,101 miles, almost equalled by Texas with 1,055 miles. Then in order come Colorado, 818; Dakota, 760; Michigan, 700; Montana, 616; Missouri, 554; Indian Territory, 499, and so on. Four states and two territories, viz., Kansas, Texas, Nebraska, Colorado, Dakota, and Montana, together show an addition of over 6,400 miles, or about one-half the entire year's mileage of the country. The only States from which no new construction is reported are Vermont, Connecticut, Rhode Island and Nevada.

Many of the lines have been built through comparatively level country, requiring but little grading and bridge building. But, on the other hand, many other lines have been very costly. For example, those over the Rocky Mountains in Colorado, the Southern Pacific extension in northern California, the Atchison, Kansas City and Chicago extension, the Northern Pacific's work in the Cascade Mountains, and others. It is probably fair to assume that the total cost of roadway, bridges, station buildings, terminal facilities, and equipment of these new lines averaged \$25,000 per mile, at which rate it appears that not far from \$325,000,000 have been expended on the lines completed during the year.

The railway mileage of the United States at the commencement of 1887 was 137,986 miles. The extensions for the year here recorded increase it to 150,710 miles, and it may be said that, in round numbers, the United States to-day has 151,000 miles of railway lines.

The estimated cost of these new roads is placed at \$325,000,000, and evinces the fact that capital is not afraid to venture on railroads and must consider it a safe investment, when over \$1,000,000 for each working day

in the past year has been used in the construction and equipment of these new lines. While capital has been thus lavishly expended with a view of profit to be derived, labor has already had its return, for all this money went for labor. The term raw material is sometimes used, but we find nothing that comes to hand ready-made and without labor. In railroad construction and maintenance no material is probably as much used as iron, yet in its crudest state—pig iron—it is the result of well-directed labor, in the furnace, while even the ore from which it is made, would remain in the bowels of mother earth, and be of no value to man, without the labor of the miner. The ore in itself seems to have but little value; indeed, some is so badly located, that the labor necessary to raise it to the surface of the earth, costs more than the ore would sell for, therefore, even ore cannot be regarded as anything but the product of labor. Taking this view of the case, the money expended to build these 12,000 miles of road has all been paid to the labor of the country and has circulated through the channels of trade and commerce, till every one does, in some way, feel the beneficial effect thereof in their own case and can trace it to its source. It cannot be disputed that there is no better indication of a nation's progress and prosperity than the amount of activity displayed in railroads, and that the railroad mileage of a country is a safe gauge of its financial condition. Take the leading nations of the earth, and you will see that their power and influence are about in proportion to the mileage of railroads they have, and if you wish to find a nation that is weak and helpless you will pick out one that has made no effort in railroad building, and has little or no mileage to its credit. With this view of the case, it is a matter of felicitation to us as citizens of this great republic, that we are participants in the general prosperity; but more especially as firemen are we interested in the expansion of the railway system, for every mile of road built means more locomotives to run on them, and more men to fire and manage them. This is good for us, as individuals, because it increases the demand for labor in our chosen avocation, and it is good for us, as an Order, for with such an increase in mileage this Order will, as a natural result, have a corresponding increase in membership. Thus shall the general prosperity of the country even be felt by our Order, which we fondly hope will continue to grow and flourish still when many or all of us shall have finished our last run, made up our report and gone to our long rest.

LUDLOW, KY., February 3, 1888.

MR. EDITOR:—I am pleased to see the number of contributors to the Mechanical

Department increasing. I think it a great benefit to enginemen, as it is not only instructive, but causes them to take more interest in the construction and running of the locomotive.

I agree with "Poly—" in regard to the maximum air pressure to be attained with a given boiler pressure, but he is mistaken in regard to the pop valve, as they are used here in all air-pumps, but they are of little benefit, as they soon get corroded and will not work. I think an air-pump can be regulated well enough by the amount of steam given it. I think "C. B. & N." has misunderstood "Noname" in regard to the valves traveling faster when hooked up than when working full stroke. The valves will travel faster when working full stroke, than they do when the lever is hooked up, if the engine is run at the same rate of speed, in both cases, but an engine will run faster when the lever is hooked up and consequently the valves will travel faster as the engine increases in speed. The reason an engine slips more when cut back, than when working full stroke, is because there is not as much back pressure when cut back. "Inquiry" wants to know what to do if a pony truck would break. Some engines could be run without a pony truck, by running carefully, but I think the best thing to do in a case of that kind, would be to get in on a side-track and stay there until you could have another one put in. In case of a broken tire, if on a trailing wheel, take the side-rods down and block the wheel up off the rail. If on a main driving wheel, it would be necessary to take the main-rod down, on that side, also.

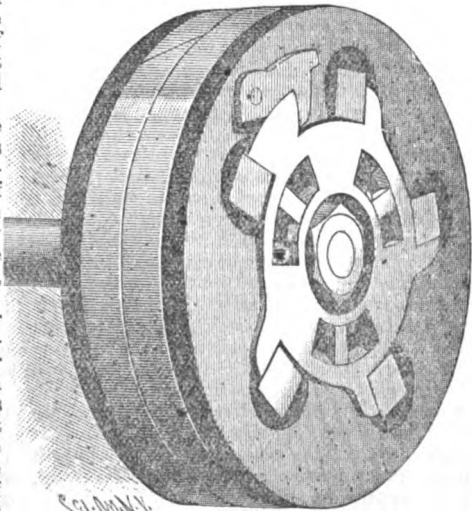
"Nickle Plate" wants to know if the cross-head travels. Yes! It always travels the direction the engine goes and the guide-bars move over the cross-head the other half of the stroke. It moves both ways when the engine slips. I have not changed my opinion yet in regard to the fulcrum of the wheel, although I may be wrong. If I am, I will own up when I am convinced of it.

M. N. Forney says "The question whether the centre of the axle or the point of contact with the rail is the fulcrum of the lever in this case has been the subject of much animated discussion and contention. As the word *fulcrum* means 'a point about which a lever moves' it is believed that the dispute is due simply to a difference in the meaning assigned to the word *fulcrum*. If we regard the fulcrum as the point which is fixed in relation to the locomotive, then it is the centre of the axle, but if we refer it to the surface of the earth, then it is the top of the rail." I would like to see it decided for a certainty, which it is. How much greater is the resistance on the piston, when steam packing is used, than when spring is used?

H. G. C.

New Lock Plate for Bolts of Pistons.

Messrs. J. & J. Wormald, Jr., of Missoula, Montana, Ter., have devised a new lock plate to prevent the bolts of pistons from becoming loose, and thus avoiding injury to the engine. It is frequently the case that engines are disabled by either the bolt head breaking off or bolts working loose. These accidents, it is claimed, may be avoided by the use of this improvement, which is constructed as follows: The piston, of any approved construction, is provided with the usual bolts, having heads for holding the several parts together. On the face of the piston is secured the follower plate, having recesses through which project the heads of the bolts. On the follower plate are secured a number of studs, each having a flat head, and adapted to engage circular slots formed in the lock plate, and provided on one end with an enlarged opening for the passage of the studs, so as to permit of placing or removing the lock plate onto or from the plate of the piston. The lock plate is circular in form and of such diameter as to fit freely on the inner sides of the bolt heads. On the rim of the lock plate are formed projections, corresponding in number to the bolt heads, and adapted to engage with their straight edges on one side of the heads. One of the projections is provided with an inclined straight edge, onto which fits a pawl pivoted on the plate.



The operation is as follows: When the several parts of the piston are screwed together by the bolts, then the lock plate is placed upon the fixed plate so that the enlarged apertures fit over the studs. The lock plate is then turned, whereby the studs enter the grooves and the lock plate is held

by the heads of the studs on the fixed plate. The lock plate is turned sufficiently in one direction for the straight edges of the projections to come in contact with one side of the bolt heads. The pawl is then driven by the blow of a hammer into contact with the straight edge of the lock plate, which is thus held in position and prevented from turning in the inverse direction. The bolt heads are now prevented from turning, being held in position by the fixed projections, and thus the bolts cannot become loose and cause injury to the cylinder in which the piston travels.

The importance of this improvement will be realized when it is remembered that at least 10 per cent. of locomotive engines become disabled every year through accidents occurring to follower bolts, largely increasing the item of expenses, saying nothing of the great loss of power while the engines are in the shops for repair. Innumerable stationary and marine engines also frequently break down from this cause. It is claimed that the use of this improvement will prevent at least 15 per cent. of engines from breaking down on the road, and perhaps save numerous accidents and probable loss of many lives, as recently happened in Illinois on account of the breaking of an eccentric. Besides largely avoiding the blocking of tracks consequent on disastrous accidents, it saves the money value of disabled motive power, which is quite an item on many roads. With this device attached, it makes the piston, with bull ring and packing rings, the best form of cylinder packing in existence. It can be got at easier, made stronger, and may be easily lined up to the center of the cylinder, which is a desirable feature in all machinery—viz.: to have it in line, and which is not possible with a solid piston. It has been in use for over three months on a standard Baldwin passenger engine, which has run several thousand miles, and it is working to the greatest of satisfaction. It is well liked and desired by engineers wherever used, as it causes them no anxiety whatever. The expense of fitting an engine with them is very trifling, requiring only about one day's work for one man. There is no strain whatever on studs, since the steam, on both strokes of the piston, keeps the lock plate well against the follower. There is no wear or tear, the cost is small and one can be put on or removed, after having once been fitted, in two or three seconds.

ARMOURDALE, KAN., January 22, 1888.

MR. EDITOR:—In answer to the problem of "J. E. H." in January number of the *Magazine*, we are to suppose trains No. 202 and 201 to meet at the turn-table. In order for those trains to pass, the engines must turn together, then engine No. 40 takes the first

car of train No. 201 on turn-table and turns with it and goes back to train. Engine No. 41 takes that car, turns with it and shoves it west. Engine 41 now takes two cars to turn-table, cuts them off, turns them and shoves them west; holds to one car, turns with it, and goes back to the train. Engine 40 takes that car, turns with it, and shoves it east; couples on another car, crosses turn-table, cuts off, turns cars and shoves them east; holds to one car, turns with it, and goes back to train. Engine 41 takes that car, turns with it and shoves it west, couples on two more cars, crosses turn-table, cuts off last two, turns them and shoves all west; holds to two cars, returns to turn-table, cuts off and turns cars only, shoves cars west, holds to one car, turns with it and goes back to train. Engine 40 takes that car, turns with it and shoves it east, couples on remaining cars, crosses turn-table, cuts off two last cars, turns them and shoves cars east; holds to two cars, returns to turn-table, cuts off and turns cars only, shoves cars east, holds to one car, turns with it and goes back to train. Engine 40 takes that car, turns with it, shoves it west, couples on remaining cars, crosses turn-table, cuts off last two, turns them and shoves them west, holds to three cars, crosses turn-table, cuts off last two, turns them and shoves cars west, holds to two cars, crosses turn-table, turns cars only and shoves them west, holds one car, turns with it, goes back to train. Engine 40 takes that car, turns with it, shoves it east. The trains have now passed each other but are headed wrong. Engine 40 takes one of her cars to turn-table, turns with it and shoves it out of the way, and repeats the same with the other two which puts her train in shape to go. Engine 41 switches her train in like manner and goes.

Jno. W. McCool.

FORT HOWARD, WIS., January 1, 1888.

MR. EDITOR:—I notice that the question of "Water-glass" still remains unanswered, viz.: How to get an engine down a 600 foot grade with reverse lever broken and no tank brake. I had this occur to me once.

Answer: Pack the stuffing boxes of the piston and valve stems good and tight, so they will not burn; when you move the engine from where you broke down, run your engine either in the go-ahead or back-up gear by blocking the links. When you get to the top of the hill take your wrench and go out on the steam-chest and tighten up the glands of the pistons' stuffing boxes according to the speed you wish to run. I once took an engine down a three-mile grade, fifty feet to the mile (and had to use steam at times to keep her going) and stopped at a water tank at the foot of the grade.

Piston.

HOUSTON, TEXAS, January 20, 1888.

MR. EDITOR:—To settle a dispute, will some one kindly inform us through your columns how many square inches of space there are in a 16x21 inch cylinder, and oblige.
A Member.

Fast Passenger Express Engine.

American Journal of Railway Appliances.

The New York, Providence & Boston Railroad Company have recently put upon their line a new design of fast passenger express, which is intended to make the run from Providence to New London, a distance of sixty-one miles, in as many minutes. The engine is designed to burn hard coal. The main driving wheels are 6 ft. in diameter and are set 7 ft. 6 in. between centers, which will give very short side rod.

The fire box, instead of being deep, is quite shallow and very long. It is made of steel, and is 125 in. long and 43 in. wide, and is so inclined, and the frame of the engine so slopes forward, that there will be a depth of fire under all the tubes of about 22 inches. The cylinders are 18 in. in diameter with a 24 in. stroke. The boiler is 54 in. in diameter at the smoke stack, with a wagon top. It extends to the back end of the cab and the engineer's seat is on top. We are informed that it is the intention, on firing up, to build a fire that will last several hours. Just before starting on the run fresh coal is thrown on. The fire will call for three tons of coal before the engine is pulled out of the round house, and four tons will be carried on the tender. The tank will hold 4,000 gallons of water, and the total weight of the engine proper will be from 93,000 to 95,000 pounds. The weight of the driving wheels will be 65,000 pounds. The engine has a very high appearance as it stands on the rails, and has a short stack. The side rods are solid and are fastened on with nuts instead of keys. There is an Allan-Richardson balance used. There is no brass or bright work on the engine. The boiler is lagged with asbestos and jacketed with Russia iron. It is expected to make the run from Providence to Groton, Conn., (which is opposite New London) a distance of sixty-one miles, including a full stop at Mystic drawbridge, in sixty-one minutes, and haul eight cars, four of which will be Pullmans.

MICHIGAN railroads are said to be the only ones where axes, saws and jack-screws are carried on passenger trains, to be handy in case of accident. No one ever heard of their being called into use. The passenger car gets in its deadly work at every accident, and saws and axes are of no good with a car on fire.

It is said that nearly every town Nebraska is expecting a new railroad in the spring.

For Locomotive Firemen's Magazine.

DEATH OF A BRAKEMAN.

Dedicated to the Memory of William Bennett and James Filkins.

'Twas a fearful cold night in December,
The wind was driving the snow,
And the mercury, if I remember,
Was rapidly falling below.
The storm had been tedious and dreary,
And bitter the icicle blast,
As the brakeman, exhausted and weary,
Returned from his labor at last.

Three days and three nights, without sleeping,
He faithfully handled the brake,
Through peril and danger, still keeping
His over-taxed senses awake.
At once to his chamber repairing,
He sought for his much needed rest:
Ah, none but the brave and the daring
Could stand such a terrible test.

He had scarce touched his head to the pillows,
Or suffered his eyelids to close,
Ere he, upon slumber's light billows,
Was borne through the vale of repose
Far, far from the railroad's harsh rattle,
Again to his mother's armed chair,
Where in childlike, innocent prattle,
He had learned to repeat the Lord's Prayer.

He dreamed of the home of his childhood,
The school house under the hill,
Of the grapevine swing in the wildwood,
Of the old stone bridge by the mill.
Then in fancy he stood by his mother,
As he bade her his last farewell;
There were sobs that she could not smother,
There were tears that she could not repel.

Then the one whom he cherished most dearly
Was seated again by his side,
As the night when she promised sincerely
To be his companion and bride.
Again the fond vows were repeated,
Again the warm lips pressed a kiss,—
But sometimes our plans are defeated
On the very margin of bliss.

That short, peaceful slumber soon ended,
The last happy dream was soon o'er;
For the "call boy" the stair had ascended,
And loudly knocked at the door.
"Hello, there, wake up!" "What's the matter?"
"You're sleepy that's plain to be seen;
You'll have to climb out with a clatter,—
Twelve thirty for No. 19."

He did not murmur nor falter,
But went at once to the train,
And as Isaac, when bound to the altar,
He would not presume to complain.
They were nearing the end of the journey,
On a branch of the H. & St. Jo.,
And rapidly pulled out of Kearney
To make the next station below.

As the cars were swaying and rocking,
He slipped, and between them he fell,—
The rest was too terribly shocking,
Too blood-curdling ever to tell.
An affectionate father and mother,
Bowed down with affliction severe,
And a kind, loving sister and brother
Will miss him, the near and the dear.

God pity the warm-hearted brakemen,
Reach down with thine almighty arm,
And into thy kindest care take them,
Defend them from every harm.
And when the great signal is given
That shall call them all from below,
May they all get a straight run to heaven,
But not on the H. & St. Jo.

STANBERRY, Mo., October, 1887.

Geo. W. Hall.

Woman's Department.

EDITED BY IDA A. HARPER.

THE EVER PRESENT PROBLEM.

The receipt of over twenty letters this month, many of them quite long, admonishes me that "the awful waste basket" would be the most appropriate place for anything I might write. It also means that the carefully selected miscellany for this number must meet the usual fate and go into the fire. I never give the editor-in-chief the privilege of extending these little courtesies of the flames and the waste basket. I use my own fire and basket. Our letters are unusually interesting in this number. It is perhaps hardly fair to discriminate. The verses of Alice O. Darling possess special merit. The letter of Ella H. Cunningham on the training of children makes one wish for more of the same sort.

There is an old-fashioned idea that a woman who has never been a mother knows nothing about the training of children. Like all of these old sayings it contains considerable truth and yet is subject to some modifications. There are many women that have never been mothers who are far better qualified for the duties of motherhood than a large number who have had children. Maternity does not always bring with it the many and varied qualifications essential to the correct training of children, and yet there does come with maternity a certain love, the like of which does not exist on all the earth. It is the strongest, purest and most enduring affection known to humanity. All other emotions are insignificant compared to this. Even the love a father bears his offspring cannot approach it. It is divinely ordained to protect the most precious and sacred object in the world—a child. The woman who has never borne children may have every noble quality but this, and yet, lacking this, there is a height, a breadth and a depth of feeling that she does not understand.

But there is not one passion or emotion of the soul that does not need at all times to be held strictly under control by reason and judgment. Mother-love is no exception and without this balance wheel it may prove a curse instead of a blessing to the child. It will hardly be an extravagant statement to make that there are as many children in the country to-day who are being ruined through parental affection as through parental neglect. Both father and mother must be held accountable for this, although perhaps the greater responsibility rests with the mother. In this respect the woman who has none has

the advantage when she attempts to train children, either in theory or practice, and because of this it is easier to manage other people's children than our own. We do not have to contend with that unreasonable parent-love which subjugates all the faculties. Most of us know how children ought to be brought up but our affection makes us weak and our children take advantage of it, very often to our sorrow and their destruction.

A story is told of a child on a train which had driven everybody to distraction by its outrageous conduct but the mother made no effort to control it. Finally an elderly woman said to her. "Madam, once I had a little boy as fair and sweet as yours. I loved that child so much that I never made any attempt to govern him and would not let any one else. I was his slave and devoted my life to him. Now he is—" "Dead!" exclaimed the young mother. "No, he is in the penitentiary and that is where yours will be if you keep on as you have begun!"

The nineteenth is said to be woman's century. The twentieth will certainly belong to the children. Kind and tender should parents ever be but it is equally imperative that they should be firm and conscientious in their government, always bearing in mind the future as well as the present happiness of the child. But where, oh, where shall we draw the line? This is the problem that keeps us awake into the small hours of the night and plants the wrinkles in our faces and the gray hairs in our heads. The subject is inexhaustible. Meantime our children are growing up around us and the question presses more closely each day. One thing is indisputable: we must not set up one standard for ourselves and another for our children. Example first, precept next, eternal vigilance, supreme love and infinite wisdom! "On these hang all the law and the prophets."

LADIES, I wish you could step into the new Brotherhood office and see how beautiful it is. It is by far the handsomest office in Terre Haute, everything in exquisite taste and all the latest improvements in desks, safes, files, etc. What particularly attracted my attention was the "waste paper basket." I never in my life saw such a basket, higher than my head and big accordingly. I told Mr. Debs he must have a picture of it made for the *Magazine* and he said he would. By the way, did you see that "scolding" about their Mss. that the brothers received in the January *Magazine*? If I had read that before preparing the matter for the February number I might have just said "ditto." However I guess we all understand each other now, only that none of you ever can know the trials of an editor until you have "put yourself in his place."

In 1883 the Legislature of Washington Territory passed a law giving suffrage to woman. It was received with much favor by the better classes of society and was favorably commented on by the Governor, Chief Justice, Judges, etc. Both Democrats and Republicans put suffrage planks in their party platforms. Women voted in great numbers, about five-sixths of all the women in the territory. During three years and a half that they possessed the elective franchise they used it for law and order and it became very distasteful to the gambling and liquor element. They finally carried the matter to the Supreme Court where the act was declared unconstitutional because it was passed without a title. The Legislature has now enacted the law for the third time and the Governor has signed it. The friends of woman suffrage have been very anxious that when Washington Territory should be admitted as a state it should be with equal suffrage and there is now every prospect that such will be the case. If we have any correspondents in W. T. we would be glad to hear from them on this subject.

MRS. T. BURKE, Sec'y of the L. S. B. of L. F., Clinton, Iowa, writes an urgent letter to know the address of all the Ladies Societies. Will the Secretaries of the various Societies please write at once to the *Magazine* and to Mrs. Burke giving the desired information.

For Woman's Department:

OH! TELL ME NOT TO FORGET THEE.

You have asked me to forget thee,
You have said that it must be;
But I could not if I would, dear friend,
Then ask it not of me;
Tho' my heart is filled with anguish deep,
And love his wounded sore,
I'll dream of happier days gone by,
And love thee evermore.

You have asked me to forget thee,
You have said your love was dead,
But yet I know you can't forget,
The loving words you've said;
And in the midnight's silent hour,
When thought doth hold its sway,
Tis then you will remember me,
Though I am far away.

You have bade me to forget thee,
You have said that we must part,
But could you know the anguish
Those words bring to my heart,
Say, would you not forgive me
And thy love to me restore?
Let not my pleading be in vain,
Take me to your heart once more.

Oh! tell me not to forget thee!
For my love will e'er prove true,
For since the day I met thee
I've only loved but you;
And as the years go gliding by,
I'll ever faithful be—
My heart is all thine own, love,
Then give thine back to me.

Mrs. Nellie Bloom.

WEST OAKLAND, CAL.

THE GOVERNMENT OF CHILDREN.

To Woman's Department:

Mrs. Harper has illustrated very clearly, in her editorial in the November *Magazine*, one of the crying evils of the present day, i. e., the child of the period. She has set forth concisely—and the article will find a sympathetic echo in the mind of every reader—the attitude of the average traveling public toward the average traveling child. We have all experienced, while traveling, more or less of the annoyance caused by rude, selfish, unruly children, while many of us can no doubt attest to having had an entire journey of considerable length entirely spoiled so far as pleasure or comfort was concerned by the presence of some sample of the *enfant terrible*. To thoughtful minds the question arises: Can nothing be done to prevent children from becoming this general nuisance—from occupying a position the very opposite of that which they ought to occupy, that of being objects of interest and affection to grown people?

Not only in traveling is the intolerable nuisance of ill-trained children to be observed but in almost every home you enter. This may seem a sweeping assertion, but I think I can find numerous sympathetic "backers." Who has not suffered, during a call or visit, from the officiousness of ill-bred children? Who has not seen these same children cause annoyance, mortification, needless labor to their parents, until one almost wonders why there must be such a thing as a child in the world? The question comes up pressingly as regards this evil, "Can nothing be done to suppress it?"

I answer, emphatically, "There can," for the wholegist of the matter lies in a nut-shell—the fault is in the parents. I reiterate this regardless of the vials of wrath that may be emptied upon my head. Truth is truth, nothing can alter it; and this is a self-evident truth. To bring the matter to a finer point—making allowance, of course, for exceptional cases—one might say the fault lies in the mother; for upon the mother devolves the greater portion of the training and management of children.

What woman has ever looked upon a baby, that wee, delicate, tender, human blossom, with its big eyes opened wonderingly, innocently upon the world; has felt the magic touch of its tiny, clinging fingers and realized its utter helplessness and dependence, but has felt the fountain of mother-love loosed o'erwhelmingly within her heart, drawn irresistibly toward the fragile morsel of humanity, but at the same time has reflected, sadly, "This child will grow up a big rude, hateful nuisance like all the rest. Why cannot it always remain as now, a loving, lovable child?" Yet, is it absolutely impossible to so train a child that it may remain a comfort and a pleasure through the various stages of childhood?

Said a mother to me once, "I tell you, children will be bad any way and nothing you can do will make any difference. It is in their natures and has got to come out, and when they get old

enough to be ashamed of it they will do better. The only way is to let them alone till then." I wisely made no reply, for to answer would have been to say too much; but I thought of all the trouble, discomfort and real unhappiness her children had caused her and wondered that she had not, at least, thought that there *might* be some other and better way and tried to find it for her own comfort, if not for her children's good.

There are too many mothers—you all have seen them—who are too idle, too indolent, too careless, too frivolous or too ignorant to properly govern their children. For the first four delinquencies there is no excuse, indeed for the last named there can hardly be any excuse, as in this age of good, cheap literature no one need remain ignorant. But after all a mother's common sense, judgment and affection ought to go a long way toward governing her child. The only *right* way seems so natural a way that the wonder is that every mother does not find it instinctively. A child is naturally governed through its affections. To obey should be a "labor of love" and a mother has only to make it *her* labor of love to govern. One can reason with a child from the cradle. I once saw a mother warn a little child who was approaching his tiny hand too near a hot stove—not with the scream and rush which most mothers consider essential to such warning, but carefully and impressively, in the language mothers delight in using to their babies, "No, no; baby must not; burn'ee darling's little hand," and I noticed the look of deep seriousness that spread over the baby face, and the thoughtful way in which he drew back from the threatened danger, I thought, "Why cannot a child be successfully reasoned with on any other subject; the impropriety and wrong of other transgressions be pointed out to him in language suited to his understanding?"

I may as well make the confession here that I have no children.

"Oh! yes!" I hear you cry, in chorus, "I thought so! I suspected it all along! It takes some one with no children of her own to tell other people how to bring up their children!" but I mean to extricate myself from even this dilemma. A line that I have read somewhere, taken from some poem, occurs to me. "For those that *think* must govern those that *tol*l." Now, with a little twisting and turning, this may be made to signify that those having no children of their own have more time and opportunity for looking about them and observing how other people govern theirs than the tired, worried, over-worked mother; and having observed the mistakes and successes of government might be able to deduce therefrom a practical theory that would be really a help to the anxious mother and make her burden lighter and easier to bear. This may appear sophistry to you, but to me it seems a reasonable supposition.

The subject of training children has always had a fascination for me. From my childhood I have been deeply interested in it. Perhaps my

experience with two younger sisters who were early confided to my care for the greater portion of the time had something to do with this. From that early time to the present I have usually had, in some way or other, the care of other people's children. Four years experience as a teacher ought to have given me some insight into the dispositions and character of various children and warrant me in expressing a theory in regard to methods of government.

"O, yes," an injured mother exclaimed to me, "It is all very well for a teacher to talk, when she only has the children with her for a few hours each day and they are all on their best behavior and so beset with rules and regulations that they don't dare do anything else than behave!" It was plainly evident that she had never been a teacher; and I have heard similar remarks from others. But, seriously, does it look as though children had a better chance to "behave" shut in a close, often small and ill-ventilated room, fifty or sixty together, of every parentage and almost every nationality, with a teacher who can feel for them only an abstract affection at best, than in the home where there are two or three together, or even five or six, with the all-pervading love of a mother dominant in the household, (or it *should* be) and the natural affection which children of the same family feel for each other as their incentives for good behavior? Is it not possible to have some "rules and regulations" in the home whereby children may have their own rights and be taught to respect the rights of others? I certainly believe in children's rights, and believe that their being denied them is a fruitful source of the many depredations they commit. Children have a right to consideration and occupation. Their active growing minds and bodies imperatively demand some occupation and unless some suitable one is furnished they will make havoc in creating one for themselves. I have seen an infant sit crying upon the carpet, stigmatized by its mother as "the crossdest young one that ever breathed," when to lift it to a warmer and more comfortable situation and place in its hands some simple toy was to create a picture of smiling, radiant happiness. But children require variety as imperatively as do we "older children." Do not expect them to be amused to-day with the same toy or diversion that amused them yesterday. And in contriving some new employment manage to lead them each day a step farther in mental knowledge and development. Any mother can do this who brings common sense and affection to bear upon her management of her children.

I never take a tiny infant in my arms but that a hush and awe steals over me as I look down upon it and reflect what possibilities are wrapped up in this atom, and how great the responsibility of developing them aright. And what should be a *mother's* feelings when she holds in her arms her own child, part of her own flesh and blood in which is wrapped a human soul entrusted to her care and guidance? Who can dispute the

fact that the mother makes or mars the character of her child?

The training of children is one of the important questions of the day. Upon it depends the future of our country, just as surely as upon any of the great problems that are now agitating political and social circles. Why cannot mothers awaken to a sense of the important duty entrusted to their care? I do honestly believe that selfishness and thoughtlessness are at the bottom of all this evil in training (or non-training) children. Mothers must forget their own selfish pleasures and personal ease and strive for their children's development and advancement.

Volumes might be written on this subject and it would be yet inexhaustible. But I remember that space is limited in the *Magazine*. Should this find favor in your eyes I have plenty more ideas to contribute on the same subject.

Elta H. Cunningham.

DICKINSON, DAK., Jan. 12, 1888.

ROSEBURG, OREGON, December 11, 1887.

To Woman's Department:

I am very well pleased with your *Magazine*. I have found a few nice recipes in it to cook after for my hubby. Yes, you often hear the remark made about railroad men not having wives. I have heard that said as many as a dozen times if not more. Of course they do not know where they will be changed on the road, nor when, and they do not know when they leave home whether they will ever see wife and babies or not, but they are the ones to love.

Fireman's Wife.

NAMING THE SONG.

Didst ever see a drifting weed
Brought shoreward by the rising ocean,
Now here, now there, one certain thing
In all the glittering swaying motion?

And couldst thou name the spot on which
The tide's caprice at last would fling it?
Even like that methinks 'twould be
To name a song before you sing it.

A passing cloud in June time runs
Across the brightness of the meadow,
I'll sing one song and call it "Grief,"
Because I stand within its shadow.

In somber robes I sit to sing
The slow sad measure of repining,
But e'er my task is finished, lo!
The constant sun again is shining.

Grief's sackcloth, then, I will put off;
I'll pluck joy's roses redly glowing,
And one white poppy on the banks
Of Lethe's sunless river growing.

I'll weave of these a goodly crown,
One poppy and five royal roses,
And sing one song to this my joy
Whose thrice barred door at last uncloses.

But e'er the song was half complete
The watchful eyes of sorrow found me,
And my fair crown of roses fell
In dead gray ashes all around me.

While grief is shod with stealthy haste
And tears so sad give place to laughter,
Fast my slow muse be found at fault
Pursuing my song and name it after.

Alice O. Darling,

HAZOVER, N. H.

For Woman's Department.

THE B. OF L. F. BALL AT EVANSVILLE,
JANUARY 25, 1888.

I was sitting by my fireside, the air seemed very cool;
And on such days to keep quite warm I find a right good rule.
It was late in January, the ground was white with snow,
And I saw the boys, cold as it was, pass hourly to and fro.

I thought, how hard those boys do work, how few are all their joys;
And my mind kept on a thinking of all those jolly boys.
And as I sat and lingered, my thoughts ran on at will,
'Till I had a letter thro' the mail; it was post marked, *Evansville*.

I quickly turned my letter o'er and soon the seal was broken,
Inside I found a pretty card, a very dainty token;
But oh! how can I tell you how cruel then was fate;
An invitation to the ball, come half an hour too LATE?

I was really very troubled till the day passed into night,
For it was my friend, Bob Torrance, had sent me that invite?
And he said that earlier it could be mailed if he had had his way,
But Brother Singleton had said, it must be sent that day?

Now, was not that provoking to be in such a fix?
But I think Frank Hunter helped them in playing off their tricks.
So I will make him rue that day, and also make him wish
He never had hatched that story about catching all those fish.

Oh, what an awful story when everybody knows;
He would not go a fishing in—Sunday go-to-meeting clothes;
Frank, shall I go on farther? No, perhaps 'tis best
To come to some arrangements before I tell the rest.

They say they had a jolly time right at the Firemen's ball,
And nothing then was left undone to please them one and all;
But not a chicken bone was left, for Singleton's appetite,
For oyster soup and chickens, was wonderful that night.

"More chicken soup, more oysters," so very loud he cried,
That people thought of chicken soup poor Charley would have died.
The *Courier* says (and we all know the *Courier's* truthful, sure),
Bob Torrance had so gorged himself, he sat upon the floor.

Now, I could tell of others, but it was those men you know,
That caused my invitation to be so very slow;
To blame the other fellows, I am sure it is not my will,
For I have some very worthy friends who live at Evansville.

Bob Torrance, Frank and Charley, sometimes I think you find
In trying to serve an old friend so, you oft come out behind;
And it's worse, ten times, I'll give you boys, and this is sure as fate,
Next time you mail me an invite full THIRTY MINUTES LATE. *Mrs. Henry B. Jones.*

WASHINGTON, IND.

DENISON, TEX., January 3, 1888.

To Woman's Department:

DEAR OLD MAGAZINE:—Although I have not seen you since October, I feel sure you are going bravely on, nobly fulfilling all your duties, ever battling for the right.

Since writing you last I have been away out in the Panhandle of Texas, made many new friends and changed my home to the beautiful Gate City of Texas.

The "Wife of Barnabas" sends me the very loveliest New Year card I ever saw, so unique one would almost accuse her of having it made after her own design. Then comes a letter from a dear, young friend in Greenville, who says, "You must not cease to write for the *Magazine*, for if we can't see you we can read from you." These remind me that I am not entirely forgotten by you all. I know of no better subject for my letter than the little woman herself, so young and yet she seems to have learned one of life's hardest lessons, how to be happy herself and to make others so. Her husband is one of the B. of L. E. who has drawn one of life's prizes and is shrewd enough to recognize the fact. But perhaps you would like to hear something of Denison. The B. of L. F. have a Lodge here which they say is thriving and prosperous. The Mo. & Pa. shops and headquarters are here, besides ever so many more roads, and any one who knew anything at all of a railroader's home life would know without the statistics. If you go up town any time soon after pay day you will find the streets and business houses full of women, transacting all sorts of business, paying rents, settling accounts, ordering groceries. Then for three days the delivery wagons will line the streets coming and going at a rush. It is what you all can understand but I think it would strike you more forcibly while here. One little incident was rather funny: A little boy was lost on the streets and did not know himself, his name, nor his way home. Papa was papa, and mamma was mamma, and they lived at home. Dark was coming on and the crowd was at a loss, the little boy distressed, when a railroad man came along. "Where does your papa buy his groceries?" "He don't buy 'em, mamma does." "Where does she get them?" "At Brooks & Harris", take me there, and I'll know the way home." Sure enough he did, and started off with no thanks to any one. If he'd been a railroad boy I think he would have known his name. Don't you, little boys of the *Magazine*? Good wishes to you all, I remain,

Yours truly,

Irene.

GETTING RID OF VEXATIOUS THOUGHTS.

To Woman's Department:

And "This Department" shall arise and call her "blessed." Who? "Pansy." For what? For writing a screed upon woman's imagined woes, which said screed called forth one or two bright, spicily and sharp letters; sugar-tipped missives that, when opened, had a drop of acid in them; apples of wisdom that enclosed a coiled air gun ready for a spring; innocent looking paper cov-

ered and tinsel boxes that opened to disclose a torpedo, and yet "Pansy" survived it all, and is still happy. She comes not to make peace, explanations, or beg forgiveness, or to do anything else in fact except to speak her mind. Thank her, though, for being the means of giving you real, genuine wit, and for showing you what smart woman there are in this "Department" of ours. And oh! if you all knew how glad I am to be at work again. The enforced idleness of the past months I have found almost as bad as the pain and suffering. A dear friend of mine smiles when I say this. "Idleness never made me suffer," she says; "I like it." And I don't blame her, for it is her nature to, and if she enjoys herself rocking back and forth in a rocking chair for hours, reading light literature and looking at her pretty, white hands, why I would be the last one to say her nay. We can't all of us be bees. There must be some butterflies by way of variety. Though I must say I prefer the bee, myself, and yet there are any number of people who have thought me a butterfly. Why haven't I written before? Because a few were having such a good time that I did not want to spoil it, and I had a sort of grim enjoyment in watching you all and wondering what would be said next, and if any of your arrows hurled at random would touch my quiver. I have too much pride in this family of ours to want it made sport of, and if I have in even a small degree contributed to lessening the dolorous fancies I am glad and willing to serve another turn over the hot coals, lighted by indignation's fire and fanned by about half the gentle spirits who mistakenly thought I had hit them and they'd pay me back. One day last week one of the bonniest little mothers asked "Pansy" if she meant her, because I had overheard a conversation between those two who were "Husband and Wife." I heard the gentleman say that morning, "There it goes again; a woman crying over her fancied wrongs. Why will you women thus parade your petty griefs before the public?" Then I was angry, and I then and there wrote that last letter. Did I mean her? I didn't mean anybody who was in real sorrow, bless their dear hearts, but I did mean those who fancied themselves in trouble, and whose woes in the presence of a real sorrow would have been but a pin prick beside a dagger's thrust. I said so, too, but with a woman's inconsistency (O, I plead guilty to the fault, too) "Belle Blossom" commenced to stab me with her pen point, not very gently, either, drawing the very erroneous conclusion that no one was to write any but cheerful epistles. No sermons were to be brought to this feast, nothing but joy, mirth, jollity and dancing was to be in this "Department" of ours. Did I say so? Read my letter again and see. Did I ever write anything to this family before that gave evidence that my heart was turned to stone, that I had no sympathy? If I had been the hard-hearted, callous "Pansy" that some of you have pictured, I should have hated myself more than any of you in your dreams could have done. But as I said

before, I make no plea for myself, but I state the truth. A. Mc.—bless the loving, great hearted lass. She must try to defend her friend—went so far in fact as to write my history, saying, "I'll send this out and see if they dare to say again that 'Pansy' values a dollar bill more than all sympathy in the world," but I would not let her. Why? Because "a character that cannot stand alone should fall," and "Pansy" is too proud to defend herself to strangers who willfully misunderstand her, and if her friends follow their example they were not her friends ever. Friends are made of better material—serge that will stand every day wear. I am sorry that any one gave this belief a moment's credence, for I would be the last person in the world to censure or make light of an honest grief. My heart is always open to an invalid's suffering, for having lost my own health for many months I feel that I can understand an invalid's loneliness. If I hurt any of these suffering hearts I am very sorry, for such was not my intention, but the ones it was written for will never take it, and those who should not have taken it will think themselves the ones it was intended for. To those who are in real trouble I say, "Come," and among the many loving hearts and willing hands stretched out in sympathy to you, you will find "Pansy" ever ready to cheer and help the genuine distressed. This space is too small and precious to be given up to cant, whining and imaginary troubles, to sentimental posings for sympathy, for it can be used to better purpose by giving aid to those really in need of it. The heart knoweth its own bitterness and every heart has its own secret thoughts and ambitions concealed with jealous care from perhaps the nearest and dearest. There is a hidden corner where the little germs of thought, little hopes and plans shrink from the eyes of all, as the tender sensitive plant shrinks from a harsher touch than the gentle wind. But if some reader of hearts could unfold the sealed leaves of the past, and see how each and every one has read his lesson of life, how each in his own way had interpreted the little but all important word "duty," he would perhaps see that "truth" was stranger than fiction.

"Brief truce to all thoughts that vex,
Since sorrow hath been, must be,
Ocean of life! roll over your wrecks,
And sweep them away from—"

Pansy."

DE SOTO, Mo., Jan. 9th, 1888.

SPRINGFIELD, ILL., Jan. 15, 1888.

To Woman's Department:

Our *Magazine* having arrived for this month, I anxiously perused its pages, as usual, but did not see a word in it again from the members of Capitol Lodge 46. I have been looking for something from them so long, that I will not wait longer, but will make an attempt myself, hoping that this may influence some members of the Order who would be more capable of writing than myself. Being a fireman's wife, I think railroaders are the kind of boys, always ready to

help a fallen brother, or help the orphan and widow. The Lodge is in good condition and can compare with any, sending out applications and receiving new members all the time. Whenever there is a meeting you can see all the boys going, those that are lucky to be in. On November 23d, Capitol Lodge gave a grand ball which proved a success. The attendance of ladies and gentlemen was very large and a pleasant evening of enjoyment passed. I shall close, but let us wives, mothers, sisters, daughters and sweethearts of the Knights of the Rail wield our influence for their good both at home and abroad. Speak a kind word for them, for they have many a hardship to undergo while we are resting at home and waiting to hear their footsteps. If every wife was as glad to hear her husband's footsteps as myself there would be more happy homes. I have extended my letter too far now, but I must send one recipe for a jelly roll which is very nice for lunch. One cup of sugar, one of flour, three eggs, two tablespoons of water. If this does not find the waste-basket I may come again and bring something better. Words from a fireman's wife.

Geranium.

ST. JOSEPH, Mo., January 17, 1888.

To Woman's Department:

Last night, January 16th, in Mendelssohn Hall, the second annual ball of Banner Lodge No. 3, of the G. I. A. to the B. of L. E., was held. There was a very large attendance and the evening was a highly enjoyable one. The ball was a great success in every respect, and the ladies have every reason to be proud of it. The prompting was done by Mr. George Spurway, formerly a member of and prompter for the Illinois Watch Co.'s band, at Springfield, Ill. The following were the committees: Floor managers—Mrs. R. Morris, Mrs. I. Dupuis, Mrs. Wm. Martin, Mrs. A. Patterson, Mrs. H. Boyer and Mrs. J. Mundis. Reception committee—Mrs. C. Groscup, Mrs. C. Patterson, Mrs. L. Manley, Mrs. J. D. Wrights, Mrs. J. Swartz and Mrs. H. Beckley. Door-keepers—Mr. J. B. Smith and Mr. C. Groscup.

Mrs. I. Dupuis, Secretary.

CLINTON, IOWA, Jan. 31, 1888.

To Woman's Department:

I am an interested reader of the *Magazine*, especially the Woman's Department. I long to say a few words to the many correspondents. It has always been a source of pleasure to me to read the many useful and well composed selections. I have frequently thought of writing a few lines to the worthy editor. Having often observed words, "I hope these few lines will not find way to the waste basket," I therefore was afraid the same result would happen mine. I would simply ask any Ladies' Society, already organized, to have the Secretary of the Lodge correspond with the Secretary of Clinton Ladies' Society No. 34, giving full address at as early a date as possible and the same shall have the strictest of attention. Address

Mrs. T. D. Burke,
322 Tenth avenue, Clinton, Iowa.

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

MARCH, 1888.

Brother.

MR. EDITOR:—If we could only fully realize the relations that we should sustain towards each other as brothers, the Order would be more prosperous and the principles of the B. of L. F. would carry a greater influence. We have a perfect right to differ with each other politically and religiously, but when we come to the plane upon which the happiness of mankind is to be considered, we are to only know each other as brothers in the great cause which elevates society and benefits our fellow-men. Brother, in its true sense means love, confidence, truth, assistance, fraternal intercourse, help in adversity and rejoicing in prosperity, and above all, an eternal friendship that follows through storm and sunshine, on the land and on the sea, like the mistletoe, which lives through the storms of winter to kiss the early approach of spring. So with the true brother. He carries his heart in his hand, and throwing aside all selfishness, he only wishes to be known as a brother who is willing to make any reasonable sacrifice to accomplish the great work that is before him. The attention that is received at the bedside of the sick from a brother's hand does more to alleviate suffering and dispel doubts of recovery than the attention of the most skilled physician. With these facts in view, it becomes a pertinent question to ask, "Brother, are you doing your duty?" In the stillness of the night and under a noon-day's splendor are you ready to go forth, though foes may hate and friends disown you, in the full discharge of your duties? If so, you are entitled to the name of Brother. Again, Brother means to visit the sick, bury the dead. Brother means to be a true man, bearing the noble qualities that make a gentlemen, such as virtue, truth, fidelity, brotherly love, kindness, soberness, and above all, reverence for the Great Preserver of the Universe. We extend our hand to each other in the Lodge-room and say Brother. Do we forget the meaning of that word when away from the

sacred walls of that room, where we obligate ourselves to be true to each other until the end of time? Let us so deport ourselves that we cannot only look a brother but the world in the face and say that we owe nothing to you but good will and a prayer for your future prosperity. Brothers, let us strive to bear the name with great credit to ourselves and honor to our fraternity.

Harry Keler.

STRATFORD, ONT., January 27, 1888.

To the Editor of the Firemen's Magazine:

The social event of the season was the second Grand Union Ball and supper given by the Brotherhoods of Locomotive Engineers and Firemen, on Thursday evening, January 12th. About the hours of 8 and 9 o'clock P. M., the guests began to assemble. Some idea of the brilliant assemblage may be gathered from the fact that fully one hundred couples joined in the grand march, and it was the opinion of the spectators that there never was a more presentable gathering assembled for the purpose of enjoyment. This event was one in which a great deal of interest was manifested by the committee, and their labors have met with a success unparalleled, for no social event in the history of Stratford for years made such a favorable impression. The committee deserve a great deal of praise for the earnest efforts they put forth to make this event a pronounced success. We are under obligations to our locomotive foreman, Mr. C. F. Neild, for valuable assistance rendered us on this, as well as on every previous occasion. He has shown himself to be our true friend. Many others rendered us great assistance and through the columns of your valuable *Magazine*, we wish to return our grateful thanks for all favors shown us. Among those present from a distance were Mr. J. D. Barnett, Locomotive Superintendent of the Midland Railway, Port Hope; Mr. Thomas McHattie, locomotive foreman, Palmerston; Mr. Robert Patterson, locomotive foreman, Toronto; James Lyons, engineer; S. Moorehead and wife, Palmerston; Bro. T. R. Irwin and wife, Toronto; James Green, engineer, and wife, Bro. Joe Logan and wife, Bro. David Murray and cousin, all of Goderich, Ont.; Ben Yapp and wife, Point Edward, Ont.; Mayor Butler and wife, of this city; Bro. James Burke, Mr. Joseph Bown and wife, Mr. Alex. Muir and wife, Mr. Thomas Burr and wife, Mr. James Plerie and wife, Mr. Joseph Johnson and wife, Mr. James Drummond and wife, Bro. Dan Ross and wife, Bro. R. J. Irwin and wife, Bro. John Jones and cousin, Bro. Fred Colvin and Miss Barker, Bro. William Bain and Miss Ross, Bro. Thomas Collings and wife, also Miss Mortimer, Bro. Alex. McNally and wife, Bro. E. A. Ball and wife, also Miss Turnbull, Bro. William Bell and Miss Burr, Bro. James Barker and Miss Rosa Bown, Bro. John Turton and wife, Bro. John Irwin and cousin, Bro. John Bain and cousin, Bro. John Ross and somebody else's cousin, Bro. James Laing and Miss Frye, cousin, Bro. George Yapp and wife, Bro. William O'Brien and Miss Josie

Dawzy, also Miss Maggie O'Brien. The interior of the hall was beautifully decorated with mottoes, also banners which went to show that the two Brotherhoods of this city are true and loyal to each other. At the front of the hall was stretched a motto with the following inscription thereon, in large letters, "United we stand, divided we fall." The wall presented the appearance of an art gallery, there being many expensive and interesting oil paintings on display. Among the furnishings of the hall was a very novel ladies' looking-glass, made and furnished by Mr. Alex. Muir. At the main entrance hung the red, white and blue, embraced in peace by the stars and stripes, their colors blending in sweet harmony. Long streamers of red, white and blue, were stretched diagonally from the gallery to the stage, caught up in the centre by a beautiful basket to which were suspended Chinese lanterns and other ornaments. We are under a compliment to Mr. Bradshaw, who furnished the hall for the occasion. The ladies were in the pink of fashion. The programme consisted of twenty-eight choice dances. The supper served during the evening was rich in the several courses, and several of the brothers did ample justice to the delicacies laid before them. Bro. Thomas Collings made a decided hit when he entered the hall with a sack containing mirrors. After supper the rested and rejuvenated ladies and gentlemen resumed dancing and kept it up until 5 o'clock in the morning. The ball was a signal success and an occasion of enjoyment which all who were present will remember with credit to the Brotherhoods of Locomotive Engineers and Firemen. With due credit to all, I am yours fraternally,

Avon.

De Soto, Mo., January 21, 1888.

Editor Locomotive Firemen's Magazine:

As I was looking over the January number of our *Magazine*, my eye rested on an article signed "One of the Boys," and presumed to be written by a member of No. 6. The author of the above mentioned article would have the readers of the *Magazine* to infer that the boys of No. 6 are subject to the evils of intemperance. I differ with your correspondent in his opinion of the members of No. 6. I have the same opportunity of seeing them that he has, and I think the readers of the *Magazine* in De Soto, will agree with me, when I say there is not a more sober, industrious, or an upright body of men in any community than the members of No. 6. I am, perhaps, as much of a temperance advocate as your correspondent, because I never indulge in the flowing bowl. I know that there is no vice that humanity is heir to more degrading than intemperance, but thank God we are wholly free from its influence. The long list of promotions that our Master Mechanic has made from our ranks in the past year speaks for itself. Our handsome Master, R. H. Lanban, while running a freight engine on the lower division, attempted to knock down a mail catcher with his head, but failed, not, however, without causing a considerable change

for the worse in his good looks. Our Secretary, J. Christoffel, who is the adonis of No. 6, being in a great hurry to spend the evening with his best girl, tried a new way of getting off a consolidated which he calls head first; he now languishes mournfully at his room where he is booked to remain a week longer, and cannot see the fair one that is the cause of his misfortune. Bro. David Roach, whom everybody admires, especially the fair sex of De Soto, is, I am told, about to lead one of the fairest daughters of a prominent citizen of this town to the altar ere long. Bro. Roach, I wish you joy in your new enterprise. Bros. Michael Rabbitt and Matt Glen, though room-mates are, I am told, uncompromising rivals for the affections of a beautiful De Soto belle. Go it boys, and may the lucky man win. I also hear that Bros. Gratiot and Ridgely are to be united still closer than they have heretofore been. I would mention others, but will defer doing so at present.

Head-Light.

HARTFORD, CONN., January 24, 1888.

Mr. Editor:

On Friday evening January 20th the third annual ball of Charter Oak Lodge was held in Allyn hall, Hartford. There was a large attendance, there being about 110 couples in the grand march and they skipped around merrily to the music of Weed's band and the stentorian voice of Alex Dletz until 3 o'clock A. M., tired but satisfied with the B. of L. F. Ball. The committee of arrangements consisted of Bro. Moore (with whom no one can compare as floor director), and George Bill, E. E. Bill, J. H. Osmond and B. M. Thayer. Our Master, Bro. Stearns, kindly consented to sling soda, coffee and sandwiches in the refreshment room, and Bros. Wyler and West looked after the hats, coats and other wearing apparel. The exact result of the finance is not definitely known yet, but it is probable that our treasury will be increased about \$60 thereby. Bro. Redette says that the only drawback he saw was the want of roller skates. By the way, Bro. Vansickle, where did you go after the ball?

And now a word concerning 285—she still keeps onward and upward and her members keep passing over to the right hand side, Bros. Boleyn, Moore and Vansyckle having dropped the scoop and picked up the throttle.

Tallow-pot.

NICKERSON, KAN., February 1, 1888.

To the Editor of Firemen's Magazine:

DEAR SIR:—Perhaps a few words from No. 258 will be of interest to your readers. Bro. Cyrus Bennett has stepped over to the right hand side, and may success attend him. C. B. has also joined the Good Templars. Charley Arnold rode the goat last Thursday and felt much pleased at the end of his journey. Mr. G. W. Smith, our Master Mechanic, is making quite an improvement to his office, adding another room which will be quite acceptable to the East end boys. The Brotherhood is highly respected here and we are all very proud to be connected with it.

W. F. Smith.

DE SOTO, Mo., January 31, 1888.

Editor Locomotive Firemen's Magazine:

Many times have I thought of writing a few words concerning our Lodge, Pride of the West, knowing however that there were many of our brothers better qualified to discharge this duty, I have quietly stood aside, but upon reading the January number of the *Magazine* I found something which displeased me very much and caused me to alter my mind. However reluctant I may have felt in the past about appearing in the columns of the *Magazine*, I determined to overcome this feeling and endeavor to set aright any misunderstanding which might arise through the latest "temperance effusion" written by one who signs himself "One of the Boys." His subject is an excellent one and appropriate only for those who practice what they preach! Our Lodge is a prosperous one, all of our brothers strive to do the best they can for its welfare; many of them have been placed on the right hand side, apparently everybody is satisfied with their success as "engineers" while those who are still throwing coal are looking forward to their well-deserved promotion. Now for a few words about the perplexing theme which "One of the Boys" discourses so eloquently upon; admitting the wisdom and truth of the article in hand, i. e., "That members visit saloons and pool rooms." Not one of us human beings is perfect and brothers ought to encourage one another instead of writing unkindly or saying that which will detract or in any way diminish the respect of their Lodge or its members. There may be a few who have these habits, yet is it necessary for any brother to publish this fact to the world at large? from my point of view, no! a thousand times, no! Charity covers a multitude of sins and as it is a part of our motto, why not set a good example by our earnestness, enterprise, diligence and good disposition and endeavor to lead those brothers away from these temptations. We gain nothing by such unkind remarks, they only exasperate and cause hard feelings to exist where all should be brotherly love. Our boys are loyal and true, nor do they require puffing up in order to draw out their good qualities; on the other hand it is hardly fair to tear their characters to pieces simply because one or two are unfortunate enough to possess some insignificant fault. I repeat that none of us are perfect. Because few have these obnoxious habits, must all our members stand branded before society? If it is essential to complain of the conduct of any of our members, such matters had better be carried into the Lodge room, if this will not do we still have our laws to govern us. With many thanks for the privilege of having this inserted, I sign myself proudly,

A Member of No. 6.

HOUSTON, TEXAS, January 20, 1888.

To the Editor of Firemen's Magazine:

In looking over the columns of the *Magazine* of the past year, I find that Bayou City Lodge No. 146, has been very silent, and I will now break the ice for the boys this year and let the world at

large know the "boys" here are still in existence, but have been very down-hearted by the loss they sustained lately by the exit of the Receiver, with somewhere in the neighborhood of \$400; his initials are Mat Homan, he is one of the boys you don't meet every day. No. 146 is made up of very good metal, but the members are rather slow getting to meetings. Some do attend very well, but I think everybody that is a member of the B. of L. F., should take the same interest in the Order and keep up the good name we have always borne. I think if some of our members would take a lay-off some time for a few months in the hot summer weather, and have a waltz around the country, they would find out the value of our organization, but they will never find the true value of it until they get out of a job, and that will certainly make a B. of L. F. man for the balance of his life. Bro. Hannahan, V. G. M., paid us a short visit lately, we would like to see him often to set out our packing. He can do it, too. There are a good many of the boys who have got to the right hand side lately, but it takes too much space to mention all their names, and as I have already taken up enough, and you will probably think I will never shut off, I will stop right here.

One of the Two.

OGDEN CITY, UTAH, January 13, 1888.

Dear Editor:

While I am at leisure I wish to write a few lines for the *Magazine*. Bro. Leaf, of J13, met with a serious accident a few days ago, losing his right eye by the cab window breaking while running through a snow drift; he is doing as well as could be expected. Bro. Coker, of 98, made a trip to Kelton upon engine 87. I hear that he was afraid to sit down for fear she would fall to pieces. Old Dick and the 200 keep knocking the cabooses around Terrace yards. Bro. Noble gets sick, but M. M. Sheedy has hit upon a remedy that is a sure cure. The ladies want to know how it is done, but Bro. N. says he can't give it away so soon. Bro. Comte says he will not come back without her the next trip he makes to the capital city. Bro. Hokes was called to his home on account of his father's serious illness. I hear that 98 and 88 are going to consolidate and make one good Lodge.

Snow Flow.

JACKSON, MICH., January 13, 1888.

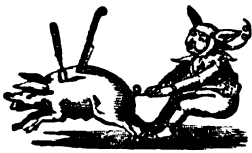
Editor of the Magazine:

Bro. Nelson F. Gould, of No. 240, was married at the residence of the bride's parents in this city Thursday evening January 12, 1888, to Miss Emma Fullerton, in the presence of a large circle of relatives and friends. The happy couple departed last evening for a week's trip in the West. They received many useful and beautiful presents.

There are a few members of 240 who have not yet joined the army of benedicts, amongst them is our genial Secretary and Magazine Agent, and they are about half gone—"on themselves."

Clinker.

Personal.



THE "LUNCH FIEND OF THE DELAWARE" AT WORK.

WHEN it comes to oratory Bro. Frazier, of No. 18, takes the bakery.

We were lately favored with a pleasant call by Bro. D. J. McDonald, of No. 225.

WM. H. JOHNSON, of Headlight Lodge No. 217, has been promoted to the right hand side.

C. M. STONE had more fun at No. 18's ball than anybody. He understands how to enjoy himself.

GEO. E. WHITCOMB, of No. 10, has joined the grand army of benedicts and is correspondingly happy.

At the ball given by West End Lodge, No. 18, the ladies, God bless 'em, rendered most valuable assistance.

MORT. BIXLER, who is now located at Chariton, Iowa, is doing good work for the Order in that locality.

The genial Collector of No. 10, Bro. T. P. Curtis, has had a valuable addition to his household, in the shape of a fine young boy.

ALEX. EDMINSTON, of Avon Lodge, was glad to have the desired opportunity of sojourning at Goderich, on the 15th of January.

MUCH sympathy is expressed for Bro. M. Sherry, of Lodge No. 382, in the sad and untimely death of his wife, who departed this life a short time ago.

The boys of 168 are congratulating Bro. C. McCall upon his promotion. He is in charge of engine 750, a new Grant ten-wheeler. Success to you, Charley.

We are pleased to learn of the promotion of Bro. S. W. Dixon, of Alpha Lodge No. 26, and hope he will never meet with bad luck while there is a hair in his head.

FROM Houston, Tex., we are informed that "the latest invention is how to light a cigar at a hydrant, and if you think it can not be done, just ask Fritz."

BROS. T. WHITE, Jos. Burke, L. J. Keipfer, R. E. Hockersmith, M. B. Law and W. H. Hawkins, of Adair Lodge, have been promoted to the right hand side. This is a good showing for the Bowling Green boys.

B. L. McALEER, of Lodge No. 198, is running a No. 6 stone crusher in Kansas City, Mo. The Jack rabbits must keep off his time, as they did on the South Park.

THIS to our friend Jack, at Tyler, Texas: "Look heah, Massa Jack, I don't blame you fo' askin' fo' it." Jack's brother-in-law, Tom, had nothing to do with the case.

It reported that William Coleman, Collector and Magazine Agent of Elkhorn Lodge No. 24, has gone home to visit his friends, but Billy, why don't you tell us her name?

ANNOUNCEMENT is made of the marriage of Bro. J. L. Enoch, of the L. & N., to Miss Mary Jachary, one of Nashville's most accomplished belles. Bro. and Mrs. Enoch are both exceedingly popular and have the hearty congratulations of their numerous friends.

It is reported that Bro. I. Sullivan, who is running engine 528 on the Chicago division of the Santa Fe, has been married and the members of No. 303 wish him long life and happiness.

We regret to learn that Bro. I. H. Crossman, of No. 12, is suffering from skating rink fever in its advanced stages and our correspondent informs us that his recovery is extremely doubtful.

The General Manager and Division Superintendent of the C. R. R., of Georgia, have the thanks of our members for kindly providing them with transportation to the union meeting held at Macon, Ga.

THE hitherto happy home of Bro. John Murray, Secretary of Cataract Lodge No. 362, Niagara Falls, Ont., is now in mourning, consequent upon the death of his beloved wife, Lottie E., in her 22d year.

THE veteran Magazine Agent of Re-echo Lodge, No. 195, Bro. Peter Layng, was lately married to a most estimable young lady, and the Magazine offers its most hearty congratulations to the happy couple.

THE most elaborate ball programme of the season which came to our office was that of Just in Time Lodge, No. 148, New York City. It is a most unique and artistic piece of work, and is a great credit all concerned.

W. I. BLENROE, J. J. Magenheimer, Harry Pyle, J. T. Johnson and J. A. Thomas, of Lodge No. 150, Nashville, Tenn., have been transferred to the right hand side and are now running on the L. & N. with marked success.

AT Fort Erie, Ont., may be found Bro. Wm. Woods, of No. 38, who is every inch a Brotherhood man. Bro. W. says he has a partner down at Victoria, and the boys are patiently waiting for him to say something.

THERE is enterprise among the boys at Minneapolis. Bro. Stone, of No. 82, now presides over a clothing establishment and can supply his patrons with anything from a pair of tired socks to a seal skin overcoat. Give him a call.

THE members of Alpha Lodge No. 26, are rapidly going to the front. Bros. Kelley, Lambertson, Michaud, Butterfield and Jones, are the latest promotions, with others to follow. The boys are all doing good service on the right hand side.

BLIND horses will yet be the death of Major General Harry Barnes; he now has to stop his train and scare them of the track with his torch; he don't seem to have any choice between blind horses or saw horses, rides either with perfect ease.

AMOS L. JACOBS, of Buffalo, Not 12, one of our oldest members and delegate to the first convention ever held by our Order, still takes an active part in advancing the welfare of the Brotherhood and is ever ready to assist a worthy member.

IN the promotion of Bro. E. P. Bishop, Jr., of No. 150, who is now running on the L. & N., faithful service has met with deserved recognition. Bro. Bishop will be remembered as one of the brightest delegates in the Minneapolis convention.

CARDS have been received announcing the marriage of Bro. U. G. Westfall, of Progress Lodge, No. 105, Galesburg, Ill., to Miss Eva L. Hupp, on February 2d. The young couple is very popular and have the best wishes of numerous friends.

IN the B. & O. yards at Garrett, Ind., will be found his royal highness, Bro. Tom Cunningham, on the right-hand side of a mammoth camel. Tom sometimes forgets himself, and turning on the fireman, shouts, "I rise to a point of order!" Bro. Cunningham has the floor.

CHAS. N. ZEPP, of No. 14, has returned from his trip to California and tells wonderful things of the climate and people. He expects to return in the near future accompanied by his wife and son. While on the Pacific slope he was entertained in fine style by Bro. Sam Quackenbush.

At Paris, Texas, Vice Grand Master Hannahan, was presented with a basket of beautiful flowers by Mrs. Frank Bowen, the estimable wife of the Superintendent of the Electric Light works. The citizens all took a lively interest in the organization of the new Lodge, and made Bro. Hannahan's visit an event long to be remembered.

GRACING the top of the personal column will be found a miniature photograph of Bro. Frank Dupell, of Enterprise Lodge No. 75, better known as the "Lunch Fiend of the Delaware." Our artist represents the "Fiend" at work upon his morning lunch and the picture will be vouched for as being a perfect likeness by those who are qualified to pass judgment upon it.

It would be hard to find a more thorough Brotherhood man than Bro. J. J. Davidson, who is now located in Vicksburg, Miss. He has the interest of the Order at heart and works for its advancement day and night without regard to the sacrifices he is required to make. Such men are the life and soul of the Order, and if we had a few more of that kind in the South that section would soon blossom as a rose.

WHILE at Galveston, Texas, our Vice Grand Master met Jas. McDonough, formerly a prominent officer of Gulf City Lodge, No. 115, and delegate at three of our conventions. Although not now a member of our Order, Bro. McDonough is still with us in spirit and always has a cordial welcome for a Brotherhood fireman. We remember with pleasure how faithfully Mac served our Order and shall always remember him with profound respect and admiration.

JOHN TAYLOR, of 82, has joined the Minneapolis fire department. While on watch recently (his first night) and *dreaming* of church fairs and May parties, the horses jumped in answer to a call and when Taylor woke up he frantically shouted: "Will anybody save me! Simply to Thy Cross I Cling!!" He was rescued from the horses without injury to them, but his moustache and hair needed the immediate attention of a barber. He is now studying that good old song, "Rock of Ages."

UPON going home from Lodge meeting the other night, Grand Master Sargent was met at the door by a snapping, snarling cur, which some malicious person had tied to his door knob. The Grand Master remonstrated with the canine, but to no avail. He could not even be heard upon a question of personal privilege, and only after he had gone to the next block and purchased a sirloin steak for his distinguished guest could that vigilant sentinel be persuaded that the Grand Master only wanted to enter his own home and meant no harm. With the assistance of several neighbors, and by means of a knife attached to a ten foot pole, the cur was finally cut adrift and pursued the even tenor of his way. Rumor has it that it was Hannahan's badger, and that the V. G. M. was in town that night.

GENERAL MANAGER WADE of the Wabash system, is one of the broad-gauge railroad men of the times. He is at all times courteous and obliging and has the undivided respect of the men in his employ. It affords us pleasure to pay to such men the tribute of our admiration and esteem.

ALL remittances to the Grand Lodge must be prepaid. Receivers will please bear this in mind.

MASTER MECHANIC GIBBS, of the North Platte shops, is a most agreeable gentleman and has a host of friends.

THE *Firemen's Magazine* commences the year enlarged and stamped all over with evidences of prosperity.—*Union Pacific Employes' Magazine*.

APPLICATIONS for limited withdrawal cards when properly made should receive prompt attention by Subordinate Lodges. This is the source of a great deal of complaint to the Grand Lodge.

THE most conspicuous article of furniture in the new Grand Lodge office, is a waste basket four feet in diameter and five feet in height, by actual measurement. It strikes terror to the hearts of amateur contributors.

THE *Locomotive Firemen's Magazine* has the largest circulation of any exclusively labor periodical in the world. This is saying a great deal, but the facts will sustain the statement. All hail, ye Knights of the Scoop; your motto is "Excelsior!"

THE employe who serves his company the most faithfully the most surely advances his own interests. This is a truth that cannot be too often repeated.—*Railway Service Gazette*.

We commend the foregoing to our members as voicing the sentiments of the *Maga-zine*, and don't you forget it!

THERE are a number of Lodges which have not yet forwarded their "policy slips" for the new insurance policies which are being issued by the Grand Lodge. These slips should be forwarded without further delay, and if they have not been returned by the members, those which the Secretary has on hand should be sent on.

THE new system of train orders and instructions to train men adopted by the Erie Railway, February 12th, seems to give excellent satisfaction. It is known as the Pennsylvania system, or "double order" and under its regulations collisions are practically impossible, at least so far as the train dispatcher is concerned. The engineers, conductors, operators and flagmen of the Erie system have been in training for some time familiarizing themselves with the new system. Mr. J. H. McEwen, Division Train Master, has been acting in the capacity of instructor and has taken great pains to have the new rules thoroughly understood. The new departure promises to be fruitful of good results.

MR. ROSWELL MILLER, General Manager of the Chicago, Milwaukee & St. Paul system of railways, stands deservedly at the head of his profession. He is a gentleman of large mental calibre, amply equipped for the vast responsibilities of his position. It may also be said with equal truth that Mr. Miller is large-hearted, liberal and magnanimous in the treatment of his employees. He is eminently the right man in the right place, and the extensive system over which he presides, is to be congratulated upon the superior ability which characterizes its management.

The "Locomotive Firemen's Mechanical Club," made up of members of our Order, has been organized at Chicago, and its declared purpose is "to bring together the locomotive enginemen of Chicago, for the discussion of all matters pertaining to the management, care and construction of the locomotive." The club meets at 141 Stewart avenue, and its present officers are as follows: Chas. Naylor, President; P. Schlax, Vice President, and T. S. Deegan, Corresponding Secretary. This is a step in the right direction and if the proper amount of interest is taken in the work it will have excellent results.

OUR members on the L. N. O. & T. had occasion recently to wait on General Manager Edwards, and the committee are exceedingly well pleased with the manner in which they were received by that gentleman. They were given to understand that it was the policy of the management to deal fairly and justly by the fireman and if there was any occasion for complaint, it would be promptly investigated and remedied if possible. The officials of the L. N. O. & T. are thorough gentlemen and have always treated our members with considerate kindness and in the spirit of justice and fairness.

At the beginning of this year we received the revised addresses of members for our *Magazine* lists, and upon comparing them with our books we found that about one-third of them had been changed, without notifying the Grand Lodge. Under such circumstances it is simply impossible for members to receive the *Magazine*. They change from place to place without giving notice thereof, and then censure the Grand Lodge if the *Magazine* fails to reach them. We are not infallible, mistakes are liable to occur in the mailing of *Magazines*, but there is more complaint in that regard than the facts will justify. If we have a member's correct address we will guarantee that the *Magazine* will reach him, and if through any cause it should fail to do so we will promptly, upon being notified, supply the missing number. If any member has any trouble

about getting his *Magazine* he should send us his correct address, together with his Lodge number and his complaint will be investigated and remedied. Members changing their address should not fail to notify us of the fact, as we are anxious that each member shall receive each copy of the *Magazine* promptly and regularly.

MR. ANGUS SINCLAIR, editor of the *National Car and Locomotive Builder* and author of "Locomotive Running and Management," writes: "William Gore, of Williamsburg, Va., who had a letter in a late number of the *Magazine*, was the first engineer I fired for. Something in the letter made me think it was the same man, although I had not heard anything from him for twenty-five years, and was not aware that he was in America, so I wrote to the address given in the letter, and we have been raking up past reminiscences ever since." The *Magazine* felicitates itself upon having been the means of renewing the acquaintance of these old veterans of the throttle and scoop.

AN association has been formed in New York city entitled the "Locomotive Engineers' Debating Association," which bids fair to become very popular among the locomotive engineers of that section. The originator is Mr. E. J. Rauch, the well known foreman of engines on the Manhattan Elevated railway and contributor to our columns. The present officers are F. Winters, President; D. Vanderveer, Vice President; F. Jennings, Secretary, and J. Watson, Treasurer. Such organizations are calculated to do great good and we hope to see other localities emulate the example of the New York engineers.

It was our pleasure on the evening of January 19th, to be in attendance upon the eleventh annual ball of Chicago Lodge No. 95. The ball was given at the Second Regiment Armory, one of the largest and best equipped halls for that purpose in the country. There was a large attendance of the brave and fair and an exceedingly pleasant evening was spent. Among a whole host of amiable fellows we met Bros. E. W. Wallbaum, Jas. Leahy, L. P. Smith, Tom Murphy and others, too numerous to mention. The ball was in all regards a most pleasant affair and highly creditable to the lodge under whose auspices it was given. The only thing that occurred to mar the pleasures of the evening was the inability of Vice Grand Master Hannahan, to secure a partner to dance with. No discourtesy was intended, but the impression seemed to prevail among the gentle sex that John's pedestals were not suited to the terpsichorean art.

DURING the year 1887 the Grand Lodge of the Brotherhood of Locomotive Firemen paid 150 beneficiary claims, amounting to 224,500. Of these 106 were upon death and forty-four upon disabilities. Barring the advance assessment which was levied in January and which has been kept on hand ever since, there were only twelve assessments of \$1.00, each levied during the year, or an average cost of \$1.00 per month to each member for a policy of \$1,500.00 payable at death or total disability. Of the sum above stated \$66,000.00 was paid to disabled members. Under the laws of the Brotherhood of Locomotive Firemen a member is entitled to and receives the full amount of his policy when totally disabled, *from any cause*, from earning a livelihood. No other Order offers such advantages in cases of total disability. We are proud of the showing and do not hesitate to challenge comparison.

The Macon Fair.

We are in receipt of a report from Secretary and Treasurer N. S. Outler, of the fair given in December, under the auspices of Macon Lodge No. 246, at Macon, Ga. The total receipts were \$1,082.25, and the disbursements \$662.90, leaving a net balance of \$419.35. The net revenue would have been largely in excess of this amount had it not been for the inclemency of the weather. It rained incessantly while the fair was in progress thus preventing a large number of people from attending who would otherwise have been present. Of the receipts, \$342.65 was contributed in cash by the various Lodges of the Order, of which we have an itemized statement. A large number of articles were donated by the friends of the Order, also by the ladies, to all of whom the committee returns sincere thanks. The money netted by the fair has been placed to the credit of the convention expense fund, and will be used for the purpose of defraying the expenses of our first biennial convention to be held at Atlanta, in September next.

THERE is a good deal of wisdom and truth condensed in the following paragraph from the *New York Sun*, captioned "The Secret of a Strike." The secret of the great strikes and their lamentable failures is simple enough, and here it is:

Under the inspiration of a few soulless and inflated wretches, an association of employees meet and are told that they must strike. The reasons vary, but they are often trivial and perhaps unjustifiable or fallacious. But that doesn't make any difference to the labor bosses. They are enough to inflame the spirits of their unfortunate dupes to the point desired. Other inflammatory and stimulating arguments, also mostly lies, are heaped before them. They are told that there is an enormous fund of money to carry them through the struggle. Loud applause. A telegram is read saying that the men at the other end of the line will eat their boots before they

give up. Great enthusiasm. The whole district is said to be unanimous and hot for a general revolt, and no surrender is the watchword. Frantic cheering. All the surrounding labor organizations are with them heart and soul, and ready to stand by them, if the struggle should assume such proportions, to their last dollar. Sensation. And so on till the bosses' tongues tire of lies and their imagination fails to invent new incentives, and the assembly adjourns in jubilation at the prospect of putting these great imaginary forces in motion to crush their so-called enemies.

All this is the work of the most heartless set of unprincipled impostors that have appeared in modern times. And when such knaves are driven from influence in the ranks of organized laborers, the first and most indispensable step in progress from the present state of decay and dissatisfaction will have been accomplished.

JOHN A. HILL, Esq., the talented young editor of the *Locomotive Engineer*, is an old time member of our Order and represented his Lodge (Royal Gorge No. 59, South Pueblo, Colo.), at the Toronto convention in 1884. While connected with our Order he was an indefatigable worker in its interest and made a record for himself in which there is no stain or blemish. He was a model fireman and in due course of time was rewarded with promotion. As a locomotive engineer, he acquitted himself with equal credit. He mastered every detail of his calling and as a result of his studious habits, close application and well directed ambition, he was called to the high position he now occupies, that of editor of the *Locomotive Engineer*, a paper well calculated, under his superior management, to accomplish a great work in its field of usefulness. This *Magazine* does not indulge in fulsome eulogy, but simply speaks in terms of honest praise when it congratulates the *Locomotive Engineer* upon having for its editor a man of such decided ability and excellent qualifications as Mr. Hill is known to possess, by those who have watched with pride each advancing step he has taken from the position of locomotive fireman to the editor's sanctum. That the largest measure of success may attend him in his new occupation and that each succeeding number of the *Locomotive Engineer* may add new lustre to his fame, is the ardent wish of the *Firemen's Magazine*.

For the Magazine.

BRUNO'S EPITAPH.

Brave Bruno's dead, the prince of cats.
He beat them all at hunting rats.
And as for fighting, my, O my!
'Twas he could make the fur to fly.

Edward Splatine.

EVERYTHING at the right time. When you have the catarrh, the right thing at the right time is Warner's Log Cabin Rose Cream. 50 cents a bottle. Best catarrh remedy known.

IMPORTANT TO ALL LODGES.

As it has come to our notice that a number of our Lodges are violating the laws of our beneficiary department, in the matter of collecting dues and assessments and making proper returns to the Grand Lodge, we deem it necessary to take prompt measures for the correction of such evils, with a view to obviating trouble in that direction.

Dues.

Subordinate dues are payable (as per Sec. 54, page 45, of the Constitution) quarterly in advance as follows:

First quarter (of fiscal year) embracing the months of August, September and October, *payable on or before August 1st.*

Second quarter, embracing the months of November, December and January, *payable on or before November 1st.*

Third quarter, embracing the months of February, March and April, *payable on or before February 1st.*

Fourth quarter, embracing the months of May, June and July, *payable on or before May 1st.*

No payment can be accepted for any portion of a quarter. If a member desires to pay in advance for more than one quarter he can do so, *provided* full payment is made for each quarter so paid.

Any member failing to pay his dues as above stated, stands suspended as follows:

For the non-payment of first quarter, suspension takes effect August 2d.

For the non-payment of second quarter, suspension takes effect November 2d.

For the non-payment of third quarter, suspension takes effect February 2d.

For the non-payment of fourth quarter, suspension takes effect May 2d.

Any member failing to pay his dues for the period of sixty (60) days from the above dates, stands expelled as per section 55, page 45 of the constitution, as follows:

For the non-payment of first quarter, expulsion takes effect October 2d.

For the non-payment of second quarter, expulsion takes effect January 2d.

For the non-payment of third quarter, expulsion takes effect April 2d.

For the non-payment of fourth quarter, expulsion takes effect July 2d.

On the 2d day of August, 2d day of November, 2d day of February and 2d day of May of each year, the Collector will prepare a list of all members who have failed to make payment of their dues in advance for the ensuing quarter and promptly forward the same to the Secretary of the Lodge with the statement that "the following members have failed to make payment of their subordinate dues for the quarter ending (October 31st, January 31st, April 30th or July 31st, as the case may be), and therefore stand suspended from and after (August 2d, November 2d, February 2d or May 2d, as the case may be)." The Secretary will at once record these suspensions in his beneficiary certificate register opposite the respective names, affixing the date thereto. At the first regular meeting of each

month the Secretary will read the list of names so reported to him by the Collector under the head of "Collector's Report of Suspensions and Expulsions," enter the same on the record and make a report of the same in the prescribed form to the Grand Secretary and Treasurer, affixing the date thereto.

On the 2d day of October, 2d day of January, 2d day of April and 2d day of July of each year the Collector will prepare a list of all members who are 60 days in arrears (the above dates being 60 days from the beginning of each quarter) and promptly forward the same to the Secretary with the statement that "the following members have failed to make payment of their dues for the quarter ending (as the case may be), and are now 60 days in arrears and therefore stand expelled this 2d day of —" (as the case may be). The Secretary at once records said expulsions in his beneficiary certificate register opposite the respective names, affixing the date thereto and at the first regular meeting in each month he will read said list of expulsions under the head of "Collector's Report of Suspensions and Expulsions," enter the same on the minutes and make a report thereof in the prescribed form to the Grand Secretary and Treasurer, affixing the date thereto.

Assessments.

Assessments for the beneficiary department levied by the Grand Lodge are payable on or before the 25th day of each month.

Any member failing to pay an assessment as above provided will stand suspended (as per section 54, page 20 of the constitution) from all the benefits of the Order, and such suspension takes effect on the 25th day of each month.

The Collector shall on the 26th day of each month prepare a list of members who failed to pay their assessment and forward the same to the Secretary with the statement that "the following members failed to pay assessment No. —, for the month of —, and therefore stand suspended this 26th day of —." The Secretary will at once record said names as suspended in his beneficiary certificate register, affixing the date thereto. At the first regular meeting in each month the Secretary will read a list of said names under the head of "Collector's Report of Suspensions and Expulsions," enter the same on the minutes and make a report thereof in the prescribed form to the Grand Secretary and Treasurer.

Any member failing to pay an assessment within 60 days after the last day of payment stands expelled, and such expulsion takes effect on the 26th day of the month.

On the 26th day of each month the Collector is required to prepare, in addition to the list of suspensions, a list of expulsions (or all members who are 60 days in arrears) and forward same to the Secretary with the statement that "the following members having failed to make payment of assessment No. —, for the month of —, for a period of 60 days, stand expelled this 26th day of —." The Secretary at once records said expulsions in his beneficiary certificate register,

affixing the date thereto, and at the first regular meeting in each month he will read said list of expulsions under the head of "Collector's Report of Suspensions and Expulsions," enter the same on the minutes and make a report thereof in the prescribed form to the Grand Secretary and Treasurer, affixing the date thereto.

Grand Dues.

The grand dues are payable annually in advance, as per section 32, page 45 of the constitution, on or before August 1st. Any member failing to make payment on or before that date stands suspended from and after August 2d, and if not paid on or before October 2d, (sixty days), expulsion takes effect on the last named day. The Collector and Secretary are required to proceed in all things in the matter of the collection of grand dues as above explained in reference to dues and assessments.

Suspensions and Expulsions.

Members will bear in mind that a meeting of the Lodge is not required to suspend or expel a member for non-payment. Section 55, page 21 is explicit and to the point. The law executes itself and no action of the Lodge is necessary thereto. When a member becomes sixty days in arrears for dues or assessments *the law expels him* and he is so reported to the Grand Lodge.

Reinstatements.

A member who is under suspension for non-payment can only be reinstated at a meeting of his Lodge, and no member can be rejected who has paid up his arrearages within the limit of sixty days. The attention of Collectors is called to Sec. 65, page 24, of the constitution. Read it carefully, for no section of our constitution is more persistently disregarded. When a member is in arrears (not to exceed sixty days) he stands suspended from *all the benefits* of the Order, whether it be for subordinate dues, grand dues or assessments, and whether the arrearage be of one day's standing or a longer period.

To be reinstated a suspended member must pay in full (no partial payment can be accepted) all arrearages including current dues and assessments, to the Collector of his Lodge. The Collector accepts the money but issues no receipt for it. At the next regular meeting of the Lodge he reports in writing the names of suspended members who have paid up all arrearages, and the Lodge is then required by a majority vote (not by ballot) to reinstate said members. The Secretary makes due entry of said reinstatements on the minutes of the Lodge and his beneficiary certificate register, and notifies the Grand Lodge thereof in the prescribed form as hereinbefore explained. The Collector then issues receipts to said members covering payment made, dating said receipts the date upon which reinstatement was had. Sec. 66, page 25 of the constitution provides that "all receipts issued by the Collector shall bear the exact date of payment." The above instructions do not conflict with this section for the reason that payment is not made until the money is accepted by

the Lodge, and this can only be done after reinstatement has been had. In all cases of this kind we would suggest that Collectors state upon the back of such receipts the date upon which the money was first received by them. Thus, for instance: "*Received March 1st, 1888.*" We make this suggestion for the reason that a suspended member is often reinstated after he is sixty days in arrears (having paid the Collector, however, before the expiration of sixty days) and the question is often raised afterwards as to whether or not payment was made within the limit. *It must be remembered that under no circumstances can money be accepted after a member is sixty days or more in arrears.* On the sixty-first day of arrearage expulsion takes effect by the operation of law, and such member is as completely cut off from the Order as if he never belonged to it. Any Collector who receives money from any one over sixty days in arrears is guilty of gross violation of the law, and invites the severest penalty which the constitution imposes.

After a member has been reinstated as above stated the Collector credits up his arrearages in the proper column on his monthly statements for that month, and returns the same to the Receiver as already explained. The question is often asked whether, in case no meeting is held, a suspended member who has paid his arrearages can be reinstated. He can not. The record must show that a meeting was held and that reinstatement was had. The necessity of holding meetings regularly becomes apparent when it is considered what serious results may follow the failure of a Lodge to reinstate a delinquent member who has paid up his arrearages. From the time suspension takes effect until reinstatement is had at a meeting of the Lodge, a member so suspended is entitled to none of the benefits of the Order. This should warn members not to become suspended, for if their Lodges should fail to hold meetings they could not be reinstated and would, therefore, be deprived of all benefits.

Duties of Collectors and Receivers.

On or before the first day of each month the Grand Lodge forwards to the Receiver of each Lodge (together with the call for moneys he has on hand due the Grand Lodge) a notice of the assessment levied for said month, which is accompanied by two statements upon which are printed the names of the members of the Lodge. Upon receipt of same the Receiver should *at once* deliver or forward to the Collector said assessment notice and statements; the Collector then proceeds to collect said assessment. On the 26th day of the month (the 25th being the last day of payment) the Collector prepares his statements by placing a figure one (1) in the current assessment column opposite the name of each member who made payment, and such back assessments in the back assessment column as he may have collected during the month from members who were reinstated, and such grand dues as he has collected from newly admitted members, in the current grand dues column, and

deliver the same to the Receiver, together with the amount of money credited on the statements. This must in all cases be done on the 26th day of each month, and in no case later than the first day of the next ensuing month, as the call for said money is issued by the Grand Lodge on the first day of each month for moneys collected during the preceding month, and the Receiver must have these returns in his possession when the call reaches him, so he can forward the same promptly to the Grand Lodge as the law requires. Upon receiving the statements and moneys as above required, the Receiver will hold the same until he receives the *Call* from the Grand Lodge whereupon he will forward the same promptly and thus avoid the possible suspension of the Lodge by any delay in transmission that may ensue. Many of our Collectors do not make their returns to the Receiver on the 26th of the month as the law requires, but often wait until late in following month, and the result is that the Receiver can not forward the same to the Grand Lodge, which often results in the suspension of the Lodge.

Under the advance assessment plan provided for by our constitution there is absolutely no excuse for delinquency on the part of individual members or Lodges. Under the provisions of the constitution *nearly two months* are allowed for the collection and proper returns of an assessment. Thus, the March assessment is levied upon March 1st, and notice thereof is served on all members through the *Magazine*. This assessment is payable to the Collector by March 25th. The Collector then delivers to the Receiver his collections on said assessment. On April 1st the Grand Lodge issues upon the Receiver a *Call* to forward said moneys to the Grand Lodge and he (the Receiver) is allowed until the 25th day of April in which to have said assessment at the Grand Lodge. The April assessment is levied April 1st, payable on or before April 25th, and due at the Grand Lodge on or before May 25th, etc., etc.

In spite of this, a number of our Lodges are delinquent in getting in their assessments. Is there any reasonable excuse for such delinquency? This money is held either by the Collector or Receiver *contrary to law*, and in all such cases that occur hereafter we propose to notify the members of such delinquent Lodges through the columns of the *Magazine*, so they will not be in ignorance of the manner in which the affairs of their Lodges are managed.

Blank Statements.

When a Collector receives the blank statements that accompany the assessment notice he should first add the names of all newly admitted members to the printed list, in the order in which they were admitted. Care should be taken that no name is omitted. Opposite the names of these members he will credit the grand dues that he collected from them (\$1.50 of the application fee) and also their assessments, *provided they are liable*. He then credits all other members who have paid the assessment, and on the 26th day of the

month he signs, dates and delivers his returns to the Receiver. The statements must be dated on the *exact day* that the returns are delivered to the Receiver. Upon receiving the statements the Receiver will examine them and see to it that they are alike in every particular (as one must be an exact duplicate of the other,) he then adds to the back of the statements such moneys as may have been paid to him by the *Magazine* Agent, or ordered paid to the Grand Lodge for printing and supplies, and then holds the money and statements in readiness for the next ensuing *Call* from the Grand Lodge. When the *Call* reaches him he will promptly forward the statements and a remittance for the amount of money due thereon to the Grand Secretary and Treasurer. Upon receipt of same the Grand Secretary and Treasurer credits the returns upon the grand register and returns to the Receiver one of the statements, properly endorsed, together with a receipt for the amount of the remittance. The Receiver files the receipt and delivers the endorsed duplicate statement to the Collector, so that each of those officers, the Collector, Receiver and Grand Secretary and Treasurer, has a check upon the other. Under this system the Grand Lodge keeps one statement, the Collector has an exact duplicate of it, and the Receiver has the receipt for the amount paid thereon.

Newly-Admitted Members.

When a member applies for membership he is required to pay an application fee of \$2.50. This amount should be held by the Collector without making any entry thereof on his books until after the applicant is admitted, so that in case of rejection the fee can be returned to the applicant. When the applicant is admitted the Collector applies \$1.50 of the application fee to Grand Dues and receipts to him for *Grand Dues for year ending July 31, 188—* (close of fiscal year). This receipt should be dated on the day of the admission of the applicant. The remaining \$1.00 of the application fee is held by the Collector, still making no entry thereof on his books, until the said member becomes assessable by the Grand Lodge. When said member becomes liable for the first assessment (which can always be determined by examining the bottom of the assessment notice for the date upon which said assessment is levied) the Collector applies said dollar to said first assessment, issues a receipt therefor to said member and makes due entry thereof on his books.

Two-thirds of our Collectors make the mistake of *collecting* the first assessment for which a newly admitted member becomes liable, thus collecting it a second time, as he has already paid it in his application fee. Remember that you hold \$1.00 from each newly admitted member (which is contained in the application fee as per section 47, page 44 of the Constitution) with which to pay the first assessment for which he becomes liable and you will therefore not collect the first assessment from him, but receipt to him for it as above explained, and then begin the collection of his assessments when he becomes

liable for the second assessment. In hundreds of cases \$1.00 (assessment) is remitted to the Grand Lodge for a newly admitted member on the first returns that are made after he is admitted and we are required to return it in each case. Remember that this dollar must be held by the Collector and not applied until such member becomes assessable.

The Grand Dues of newly admitted members (\$1.50) must be delivered to the Receiver on or before the 20th day of each month next following the date of admission, together with the moneys collected for assessments and by him forwarded, with the regular statements, to the Grand Lodge.

Applications for Beneficiary Certificates and Reports of Meetings.

At the close of each meeting, the Secretary will prepare (in the prescribed form, of which each Lodge has a supply) a report of all rejections, suspensions, expulsions, limited withdrawals, final withdrawals, reinstatements, admissions by card and initiations and forward the same to the Grand Lodge. Together with this report, he will enclose the *applications for beneficiary certificates* of all members initiated at said meeting. *This should be done promptly at the close of each meeting*, and in the absence of the Secretary the acting Secretary should perform that duty. In the report of suspensions and expulsions for non-payment, the date upon which said suspensions or expulsions took effect must be given as it appears upon the Collector's report to the Secretary. As these reports and applications for beneficiary certificates are of the greatest importance, and any neglect in forwarding the same to the Grand Lodge at the close of each meeting is liable to cause serious complications, the Master of each Lodge is directed to see to it personally that the law governing this matter is strictly enforced. As no member is entitled to the benefits of the Order until his name has been added to the Grand Register (and this can only be done upon receipt of the application for beneficiary certificate)—and his beneficiary certificate issued and signed by the officers of his Lodge, the great risk incurred by any delay in this matter must be apparent to all.

Limited Withdrawals.

The most serious complications we have to contend with grow out of the withdrawal of members from one Lodge to join another. Almost invariably two or three assessments remain unpaid from the time the card is granted until it is deposited again, and then each Lodge charges the other with being responsible for the delinquency. The law on the subject is so plain that it seems impossible to misconstrue it. Section 65, page 48, of the constitution provides that when a withdrawal card is granted to a member, it shall be forwarded to the Lodge he desires to join *"accompanied with a statement of the withdrawing member's standing, including the number of the last assessment paid by him, and the date to which his dues are paid."*

Section 67, page 47, of the constitution provides that *"a member admitted by deposit of card shall*

begin the payment of Lodge dues at the expiration of the period for which he paid in the Lodge from which he withdrew. He shall continue the payment of his assessments in the regular order in which they are issued; provided, that if an assessment becomes payable before his card is deposited, he shall pay said assessment to the Lodge from which he withdrew."

A member receiving a limited withdrawal card must have his dues paid to the end of the quarter in which it is granted, and all assessments that are *past due*. If an assessment becomes due after the card is granted and before it is deposited elsewhere, said assessment must be paid into the Lodge from which the member withdrew, and Collectors are required to continue to forward to the Grand Lodge the assessments of withdrawn members until all assessments paid by them have been forwarded, and then the delinquency that has become so general in most cases will be obliterated.

Final Withdrawals.

A member who desires a final withdrawal card must apply for it *in writing*, and it can only be granted at a meeting of the Lodge. He is required to have his dues paid to the end of the quarter in which it is issued and all assessments that are levied (whether due or not) at the time of his withdrawal. Thus, if a member desires a final withdrawal March 5th, he is required to pay the March assessment, as it has been levied and he is liable for it, having been on the rolls of membership when the death occurred upon which said assessment was levied. *Each and all of these assessments are required to be forwarded to the Grand Lodge.* In numerous cases as soon as a member is granted a final withdrawal his name is stricken from the statements and no further money is sent to the Grand Lodge to his credit. All assessments, to and including the month in which a final withdrawal is granted must be forwarded to the Grand Lodge. Any Lodge granting a final withdrawal to a member without such payment being made will be held responsible for the same by the Grand Lodge.

Dating Receipts.

It has been reported to us that certain Collectors are in the habit of *dating receipts back* to accommodate delinquent members, thus making it appear that said members made payment within the specified time. The Collector who will do this for any member simply perjures himself and prostitutes his office. Section 66, page 25, provides clearly that all receipts issued by the Collector shall bear the exact date of payment. There can be no deviation from this law. A member who fails to pay within the prescribed time stands suspended, and should any Collector assume to issue a receipt to him and date it back to cover up the delinquency, he should be expelled from the Order as betraying a sacred trust and outraging the confidence reposed in him.

Meetings.

Section 4, page 31, of the Constitution, provides that each Lodge shall hold at least two regular meetings in each month. The matter of holding

these meetings is of the utmost importance. Only a few days ago an applicant for membership presented himself for admission to one of our Lodges. There was no quorum and he could not be admitted. A few days afterward he was killed. Further comment is unnecessary.

Absence of Secretary.

Should the Secretary of a Lodge be unable to attend a meeting he should not fail to send to the meeting any report he may have received from the Collector of suspended or expelled members. Under no circumstances should said report fail to reach the Lodge and be read and disposed of as hereinbefore explained.

Remittances to Grand Lodge.

All moneys due the Grand Lodge whether for assessments, grand dues, *Magazines*, or supplies must come with the regular statements, through the Receiver. The Collector and Magazine Agents are required to pay over their collections to the Receiver on or before the 28th day of each month, taking his receipt for same and said moneys are forwarded by him to the Grand Lodge. No money can be accepted unless forwarded by the Receiver with the regular monthly statements. The charges on all remittances to the Grand Lodge must be prepaid as per section 103, page 55, of the Constitution.

Special and Important.

Since the present beneficiary laws have gone into effect we have had to return thousands of dollars to our Lodges which were improperly applied and in nearly as many instances have we been criticised and condemned for so doing. Let us explain: A Lodge sends \$1.00 for John Brown's back assessment and we have not been notified of his reinstatement, we cannot accept the money and it is returned. Another sends \$1.50 for a member's grand dues and no such name appears on the Grand Register, the Secretary failed to forward his application for beneficiary certificate, and the money has to be returned. In another case money is remitted for a member whose name is not on the Grand Register and the money is returned, it is then found that said member was admitted by card from some other Lodge and no report thereof made to the Grand Lodge. In another instance \$1.00 is remitted for the current assessment of a delinquent member and nothing to pay his arrearage. All these moneys we are required to return, for we have absolutely no authority to receive or apply it. Of the monthly statements received from our 375 Lodges, it is safe to estimate that not fifty Lodges make correct returns in every particular. There is no occasion for such gross irregularities. The Grand Lodge becomes burdened to its utmost capacity with unnecessary work, confusion ensues, additional errors creep in through the endless complications we are required to contend with, bad feeling is engendered and utter demoralization is the result.

It has been our policy heretofore to accept money for arrearages and apply the same in cases where neither suspension nor reinstatement

has been reported, the presumption being that the Collector, through some oversight, failed to remit for such members, inasmuch as they were not reported suspended as the law requires. We have pursued this policy for the sake of avoiding unnecessary complication and mutilating the statements of Collectors, but trouble has ensued from it, which may prove of a serious character and has forced us to a change of policy under which *we shall not, under any circumstances receive arrearages and apply the same to the credit of any member, unless the reinstatement of said member is regularly reported, whether he was reported to us as suspended or not.*

A certain Lodge remitted \$2.00 back assessment and \$1.00 current assessment for a certain member. He had neither been reported suspended nor expelled. The money was accepted and credited. Four months afterward the death of said member was reported. He had been dead more than three months before any report thereof was made to the Grand Lodge. An investigation of the case disclosed the fact that the member was in arrears nearly sixty days when he was taken sick, *his arrearage was accepted from him when at the point of death* and forwarded to the Grand Lodge, reaching there twelve days after the member's death. The Grand Lodge not being aware of his death or the circumstances connected with it, and not being notified of his suspension, accepted the money and after a lapse of three months the claim was presented for allowance.

Section 63, page 24, of the Constitution provides clearly that "any member who may become sick or disabled while in arrears can not pay the same during said sickness or disability, nor shall the Collector receive any arrearages from sick or disabled members. Any Collector violating the provisions of this section shall, upon conviction thereof be expelled."

If a member in good standing, either through sickness, disability or lack of employment is unable to pay his dues and assessments, the Lodge is required to keep up his standing as provided in Section 84, page 51, of the Constitution and no Lodge has a right to fail or decline to give such support to a needy brother. This law was enacted for the protection of worthy members who are unable to meet their financial obligations to the Lodge, and each Lodge is required to live up to its provisions. On the other hand, if a member who is amply able to pay his dues and assessments, fails or declines to do so, thereby becoming suspended, he has no right in case sickness or disability overtakes him to pay up his arrearages and then demand benefits, and any Collector who accepts money under such circumstances makes himself liable to expulsion. If this were permitted no member would pay any dues or assessments until he loses an arm or leg and then he would pay into the Order two or three dollars and draw out fifteen hundred dollars. How long would an Order last if all members were to meet their obligations in that way and where would the money

come from with which to support our beneficiary department? To avoid any such imposition in the future and to protect the financial interests of the Order as we are sworn to do, we shall hereafter accept no arrearages for a suspended member unless he has been reported reinstated by the Secretary of his Lodge as the law requires. Collectors and Secretaries are requested to note this fact and govern themselves accordingly.

The laws of the Order are equitable and just and easily understood and complied with, and those who persist in ignoring or violating them must bear the consequences.

Filing Death and Disability Claims.

In a number of instances there has been long continued delay in the matter of adjusting death and disability claims, occasioned by the neglect of the Secretary to file the necessary papers as required by law.

Section 59, page 22, of the Constitution, states just what papers must be filed to establish a death claim, and Section 61, page 23, gives the same information in regard to disability. When a death or disability occurs, the papers should be promptly filed in *all things* as the law requires. The Order is able and ready to meet all such claims promptly. Delay in such matters should be avoided. It gives rise to comments not complimentary to the Order. Let promptness be the rule not only in the collection and return of assessments but in the adjustment of all legal claims upon the Order.

F. P. SARGENT,
Grand Master.

EUGENE V. DEBS,
G. S. & T.

Unknown Addresses.

JAS. McKEEN—Is requested to correspond with the Secretary of Alamo Lodge, No. 263, Taylor, Tex.

SIMON PARKER—Is requested to correspond with the Secretary of Alamo Lodge, No. 263, Taylor, Tex.

G. H. LEONARD—Is requested to correspond with the Secretary of Alamo Lodge, No. 263, Taylor, Tex.

W. L. BARRETT.—Is requested to correspond with the Secretary of his Lodge. Address Chas. D. Sedgwick, H. E. & W. T. Ry., Houston, Tex.

M. KRAEMER.—The officers of S. M. Stevens Lodge, No. 150, Marquette, Mich., are desirous of ascertaining the whereabouts of Bro. M. Kraemer of said Lodge.

JOHN DINAN—It is directed by Friendly Hand Lodge, No. 201, that John Dinan correspond with the Secretary of that Lodge at once. Address J. J. Jones, Jackson, Tenn.

GEO. W. WELLNER.—Anyone knowing the whereabouts of Bro. Geo. W. Wellner, of Buffalo Lodge, No. 12, will please advise Wm. J. Bruman, 395 Swan St., Buffalo, N. Y. The last heard from him he was in Chicago.

GEO. H. DOUGHERTY.—Anyone knowing the whereabouts of Geo. H. Dougherty will please address Geo. W. Neveil 1511 Palmer St., Philadelphia. His last known address was Monticello, Idaho. He was at that time on the C. M. & St. P.

JOHN L. FISHERKELLER.—Anyone knowing the whereabouts of this party will confer a favor by advising Harry FisherKeller, box 773, Huron, Dak. Ter. He was formerly a fireman on the D. C. & R. R. When last heard from he was on the Utah Northern in Idaho, about one year ago.

Fifth Annual Reception.

The railroad boys especially and the dancing public in general have for weeks impatiently awaited this event, which occurred at Union Hall Monday evening. The weather was somewhat unfavorable, but not enough so to keep people away. Those who attended, and they numbered some 600 happy souls, were well repaid for their investment. The firemen, under the eyes and guidance of their lady friends, were busy all day Monday decorating the hall. On entering, the first feature to catch the eye was the words "Protection, Charity, Sobriety and Industry," surrounded by evergreen, surmounting the east windows with the accompanying explanation, "Our Motto." In front of the bandstand were suspended two crossed coal-picks, supported on the north and south by scoop shovels ornamented with the letters and figures "B. L. F. No. 168," in gilt. Over the entrance, in the west, were two headlights. One revealed the negative of an engine, the other showing a large "B" in red, the two circular portions enclosing the letters "L" and "F" in gilt. The sides of the case bore the familiar legend "B. L. F. No. 168." In the south was a horseshoe 3x3 feet, in all the colors of the rainbow, with a large "F" in the center, the whole surmounted by large evergreen letters "B. L. F." Streamers were suspended from the ceiling, flags of all colors used in railroading were there in profusion, while in the windows and under the chandeliers were dozens of red, blue and green lanterns. Engravings and photographs of scenes dear to the hearts of the "boys" were on the walls, not a place being forgotten in the general decoration. The cheerful and bright appearance of the hall made everyone feel at home and good natured, and when the Italian band of Dubuque announced the opening number, there was hardly standing room. Besides home people, there were present fifteen couples from Portage, about half that number from Tomah, the same from Savannab, say a dozen people from Minneapolis, while as many more visiting firemen from outside Lodges helped swell the crowd. As near as can be computed at present, there were 350 tickets sold. The expenses were about \$175, which will leave the firemen in the neighborhood of \$175 for their treasury. That they deserve it no one will deny, and the record they made this year as entertainers will add even more next year if they can find a hall large enough to accommodate their friends.—*La Crosse News.*

IN MEMORIAM.

[Dedicated by a relative to the family of Dominick Barrett, of Eau Claire Lodge, No. 68, who died at St. Paul, September 29, 1887.]

After the struggle of weary years,
After life's battle so nobly fought,
After a young life of hopes and fears,
Would you envy him rest for which he sought?
Was not your every wish his pleasure?
Did he not always act with love?
Would you deny him the priceless treasure?
Could you refuse him his crown above?

His mission was ended, the fight was won,
His weary soul has gone to rest;
Oh! weep with joy, "Thy will be done,"
Your loved one is numbered with the blest.
And he so kind and true on earth,
Remember when to despair you are driven,
The one whom you watched over since his birth,
Will not forget you now in heaven.

Weep not for the form departed,
He has only gone to pave the way,
Be more generous, noble-hearted
Be more patient, wait and pray.
All those feelings of anguish smother
This cloud will pass, from grief arise,
Obey his word, "Protect your mother,"
And he will bless you from the skies.

—Maggie Barrett.

Locomotive Firemen's Ball.

We are in receipt of a clipping containing a full account of the ball of White Breast Lodge, No. 339, at Chariton, Iowa, as follows:

The Locomotive Firemen's Ball at the Opera Hall on last Friday evening was a grand success. A few minutes after 8 o'clock a large company having assembled, the ringing of an engine bell on the stage was a signal for order. Up went the curtain revealing to the astonished crowd a full sized locomotive headed toward them, flashing its headlight full in their faces. The engine was built of wood and covered with black muslin, and two green lights were placed on each steam chest. The engine was hardly distinguishable, at a distance from the real. Mr. M. Bixler, the popular fireman who handles the black diamonds on the passenger run south, stepped forward and made the "Welcome Address," reciting the following original poem, which was heartily applauded:

Ladies and Gentlemen:

It now becomes my pleasant duty,
Though somewhat embarrassed before so much beauty,

In behalf of the Brotherhood to greet you,
And I truly say we are glad to meet you.
And 'tis with feelings of profoundest admiration,

That I gaze on beauty's rich collation;
And I feel that we have bestowed upon us honors rarest,
By the attendance of so many of our city's fair-
est,

And I say like gallant Maynard, "God bless 'em,"
My feelings on the subject, well, I can't express 'em.

But of them a boon I fain would ask,
And I hope to grant it will be a pleasant task;
'Tis when dancing with some bashful fireman swain,

Who tries to dance gracefully, but in vain.
Do not bestow on him too many smiles bewitch-
ing,

Lest you cause him to think his train is ditch-
ing,
Cause him to jump, and by collision
Stop the dance, and cause confusion.

But take him by the hand, and lead him through
The giddy mazes of the dance, that are so plain
to you.

And do not him despise, because his hands are
rough
With marks of honest toil, and manners some-
what gruff;

For tho' his cheek oft bears the hue of coal and
dust,

And oft his clothes be marked with grease and
rust,

Know that beneath his jacket blue
There beats a heart as brave and true
As ever was eused, in times of old,
Beneath the armor of the knights so bold.

For he must toil from morn till night,
Through blinding storm and sunshine bright,
And daily risk his life upon the rail,
Facing dangers before which faint hearts would
quail;

And often risk his life for those to him un-
known,

Off facing death, in darkness and alone.
Once more, I hope 'twill be a pleasant task
To grant the favor that I ask:

And in return for this kind favor
I pledge his allegiance to the fair sex forever.
And now when the music arises "with its volup-
tuous swell,"

Throw aside dull care, and all be "merry as a
marriage bell."

And when we trip the light fantastic "let joy be
unconfined."

For 'twas with this end in view our program
was designed.

And hoping to meet you all again at no far dis-
tant time,

Again I bid you welcome in behalf of 339.

Edna Williby, a little girl of six summers, was introduced and recited the following beautiful little poem and was loudly applauded, after which the evening was taken up with sociability and dancing.

I am only a little girl,
As all of you can see,
But if I was a man
A fireman I would be.

I would polish the bell and whistle,
And keep the jacket clean,
And when we got upon the road
I'd make her pop with steam.

Now isn't an engine grand?
See how its headlight gleams,
Standing there so bright and strong
A thing of life it seems.

Then when I had fired a year
I'd join the Brotherhood,
For papa says its awful nice,
And doing so much good.

They strive to raise the fallen,
And lend a helping hand
To firemen's widows and orphans,
Now isn't that just grand?

And isn't it nice to know
That little girls like me,
Who lose their loving papas
Shall ever from want be free?

Yes, I am only a little girl,
And 'tis very plain to see,
I can never be a fireman
Although I'd like to be.

But when I kneel down to pray,
As all little children should,
I'll ask our Heavenly Father
To bless the Brotherhood.

A great many of our best citizens, who never indulge in the mazy waltz, were there solely out of respect to the firemen.

There were about one hundred couple in attendance, besides others who did not dance, and on the whole all enjoyed themselves, and nothing happened to mar the pleasure of the evening. The music by the Opera House orchestra was fine, and the boys are to be congratulated on the success of their second annual ball.

Nice Affair.

Evans' Hall last night was the scene of one of the most enjoyable events of the season, the occasion being the annual dance of the Brotherhood of Locomotive Firemen. The hall was tastefully decorated with evergreens, and around the gallery were hung the mottoes of the order: "Charity," "Sobriety," "Industry," "Protection," and "Our Brotherhood." There was a large crowd present, and the boys tried their utmost to see that all present enjoyed themselves, and they succeeded remarkably. Carter's band furnished excellent music, and when the merry throng were partaking of supper, they rendered airs that would even make a dyspeptic enjoy his meal. After supper, dancing was again in order and was kept up until an early hour this morning.

The prize waltz contest was quite interesting. There were several contestants for the diamond ring and the committee had great difficulty in deciding who was entitled to the prize. Finally it was decided in favor of Miss Minnie Kripke, three of the committee voting for her, and the other two for Miss Rosa Mitchell, of Terre Haute.

Much of the success of the affair is due to Mr. Ned McGriff, who was untiring in his efforts in the interest of the order.

Among those present from abroad were: Mr. and Mrs. John Stakeman, Rosa Mitchell, George

Shellmaker, Ben Spellman, Mike Lynch, James Collins, Mr. and Mrs. L. C. Yost, Terre Haute; John Chair, Will Manifee, Arthur Kraft, Jack Bowman and crew, New Albany; Alex Lee, Chas. Hyde, Chas. Huffman, Ed Brewer, Vincennes; Mr. and Mrs. Will Fromme, Jack Tivlin, Mt. Vernon, Ill.; Richard Nolte and C. J. Singleton, Mattoon, Ill.; C. H. Miller, Lincoln, Neb.

NOTES.

Bob Torrence had charge of the floor.

L., E. & St. L. R. R. was well represented.

Baby Sullivan headed the L. & N. delegation.

Ed Tohill was not there, but it was not his fault.

F. Hunter is the hustler of No. 160 and hard to head off.

F. Paine was there in all his glory. This hay burner is steaming well.

Chas Hyde, alias "High Pockets," of Vincennes, was mixing with the boys.

Uncle John Reeves is a dandy at the door either of a ball room or locomotive.

John Stakeman, the champion laughter, was there. He hopped off once.

Genial Ned McGriff's countenance lighted up the whole hall. He was all smiles.

Pink Hutton, an old-time railroader, but now one of the "best," had charge of the door.

Eugene Stiker, known as "Frenchy," is a number one fireman and had a 140 all the time.

W. Parrett, night yard clerk at "The Hut," was in the city, and of course took in the ball.

Ed. Hitch, Secretary of 160, was on hand as usual and his strawberry head was bobbing up serenely.

Frank Hunter received the badge for selling the greatest number of tickets, he having disposed of 167.

Frank Pritchett is not a member of the "Brotherhood," but 160 is laying for him. He did valuable service last night.

Morris Hoffman, Master of C. J. H. No. 160, is always on time, but he could not give up the hog for the ball and supper.

C. J. Singleton, the lunch fiend of 111, was a noted visitor as well as eater. "More chicken and oysters" were his farewell words.

The boys of 160 are No. 1 in every way. They believe in letting live, whether they do or not, which they always do, as was fully shown at the ball.

Elgin Archer, chief of Division No. 216, B. of L. E., with J. K. McCutcheon and W. Winder, had a very pleasant time with the Knights of the Scoop last night.

Mr. C. H. Miller, of Lincoln, Neb., was chosen one of the Judges in place of Mr. F. M. Gilbert, who claimed that he was color blind and couldn't tell how a lady waltzed by standing off and looking at her.—*Evansville Tribune*.

The boys at Evansville, as will be seen by the *Tribune* report, scored an immense victory at their annual ball. They worked diligently and were rewarded with success. Those who were in attendance speak of the affair in the highest terms, especially with regard to the efficient work of the various committees in charge. The members of C. J. Hepburn Lodge, No. 160, have every reason to feel proud of the occasion.

Feet Merrily Tripping.

"Just in Time" Lodge, No. 149 of the Brotherhood of Locomotive Firemen, had a dance at Tammany Hall last night, and it should be hardly necessary to say that nobody was late. The

only man who did not fully enjoy himself was the provider of liquid refreshments, for temperance is one of the cardinal principles of the Order. This did not interfere in the least with the night's pleasure, but rather increased it. The Committee of arrangements was composed of C. Van Zandt, Chairman; C. Cowdrick, David Reese, P. Donahue and F. Lively. The floor manager was George Foord, with P. Donahue as assistant. The Floor Committee was composed of J. Brady, E. Hawley, B. Duley, J. O'Hare, C. Townsend and H. Bubler, and the Reception Committee was composed of J. J. McAffery, Chairman; E. Woodhead, A. Boarkland, P. J. O'Hara, C. Anderson, J. Auch, A. Perrie, C. Howes and W. Keed. Of course Prof. McAuliffe, with twenty musicians, was present.

This is the way some of the ladies were dressed: Mrs. Warren Mitchell in black satin, with a V corsage, trimmed with jet.

Miss Ida Van Keuren in black satin, with lace overdress and trimmings of white velvet.

Miss Walter Kent in black satin, with passementerie trimmings.

Mrs. Wallace in plum-colored satin and crepe de chine, with a vest of white satin.

Miss Edith Tuer, sleeveless, brocaded silk corsage, the skirt veiled in duchess lace.

Miss E. Townsend in white satin, with lace.

Miss William Fishbaugh in blue satin, with white jet trimmings.

Miss Daisy Sherwood in white satin, with a corsage bouquet of Marechal Niel roses and an overskirt of lace.

Miss Zella Mitchell in white satin, with a V corsage; brown plush trimmings.

Mrs. Charles A. Van Zandt in white satin, with a pretty lace overdress.

Miss Annie Foley, in navy-blue satin with a V corsage; trimmings of black velvet; corsage bouquet.

Miss Katie Bogel, in ciel blue silk with lace overdress; her corsage was cut in a deep square.

Miss Nellie Bartman, in creme poulte de sole.

Mrs. George W. Wood, dotted tulle overskirt over white satin.

Mrs. Samuel Loasby, in checked poulte de sole with beaded trimmings.

Mrs. George Ford, who with her husband led the grand march, wore a wine-colored satin with a deep square corsage and velvet trimmings of a darker shade.

Miss Cella McCann wore garnet satin with a darker shade of velvet trimming.

Miss Josephine Foley wore creme poulte de sole with white satin trimmings.

Miss Katie Winter, ciel blue satin completely veiled with lace.

Miss Lena Agger, white satin with a V corsage and floriated silk trimmings.

Miss Paulina Anderson, white satin with a deep, square, sleeveless corsage and an over-veiling of Spanish lace.

Miss Henrietta Newman, ciel blue satin with an overdress of lace; high corsage.

Miss Minnie E. Nolan, striped silk with a tablier of the same material in upturned folds; V-shaped corsage.

Miss Nellie O'Malley, creme poulte de sole.

Miss Mamie Hughes, black satin skirt with a corsage of toile religieuse, V-shaped.

Miss Minnie Swart, white satin with lace overdress.

Miss Maggie Nolan, black satin with corsage bouquets.

Mrs. Charles Hull, white satin combined with velvet and Spanish lace; corsage bouquet.

Mrs. John Keenan, black satin, with a V-corsage filled with lace.

Mrs. M. B. Lansing, lace overdress over terra cotta satin.

Mrs. James Halson, black satin and lace.

Miss Bella Palmer, brown satin and lace.

Miss Carrie C. Weiss, white satin with lace overdress.

Miss Adele Leggett, black satin with jet ornaments.

Miss Mamie O'Keefe, black satin with passementerie trimmings.

Mrs. Nellie Moore, black satin with cardinal plush trimmings; V-shaped corsage.

Miss Nellie Collins, seal-brown satin with silk trimmings.

Miss Mamie Murray, white satin with an overskirt of lace and a wave of Spanish lace dangling from her throat and caught at the waist with a pretty corsage bouquet.

Miss Katie Smith, blush pink satin with white lace overdress.

Mrs. B. P. Sammon, black satin with a V-corsage filled with lace.

Miss Lizzie Prenty, black satin with jet ornaments; high corsage.

Miss Nellie Garland, black satin with jet; V-shaped corsage.

Miss Julia Taylor, blush pink velvet and lace skirt; corsage of white satin; corsage bouquet.

Miss Julia Hayes, lace overdress over perle silk.

Miss Mamie Mahan, scarlet satin and velvet of a deeper shade.

Miss Mamie Lawlor, blush pink satin skirt wine-colored plush corsage.

Miss Sophie Martin, sleeveless corsage of brown satin with a deep V; the skirt was of satin of the same shade.

Miss Carrie Kolb, ciel blue satin veiled in lace.

Miss Katie Harris, ciel satin, corsage bouquet.

Miss Lizzie Anderson, wine colored velvet combined with silk of the same shade.

Miss Bella Ryan, white satin trimmed with lace.

Mrs. George Schartner, black silk with fichu of dotted tulle.

Miss Katie McCann, seal brown poulte de sole.

Miss Jennie Ferguson, black satin, with corsage bouquet.

Miss Alice Fox, white satin, with lace.

Mrs. R. G. Wildnauer, white satin, overskirt of lace.

Miss Ryan, ciel blue satin and lace.

Mrs. J. N. Homan, black silk and brocaded velvet.

Mrs. M. P. Shattuck, black satin, with corsage bouquet. The costume was veiled with a beautiful overdress of black thread lace.

Mrs. Jackson Leitch, black satin and black thread lace.—*New York World.*

Change of Headquarters.

The Grand Lodge of the Brotherhood of Locomotive Firemen, pursuant to the order of the last annual Convention has had new and commodious quarters fitted up in the new McKean block at 672 Wabash avenue, Terre Haute, Ind. The building was erected by Mr. W. R. McKean, the popular President of the Vandalia Line, and is the handsomest and most substantial business structure in the city. The Grand Lodge offices occupy the ground floor of the middle room facing Wabash avenue, the interior of which was designed and arranged specially to suit the purposes of the Grand Lodge. We are now conveniently located and amply equipped for doing the work of the Order, besides having the benefit of thorough protection in case of fire, there being a large fire-proof vault in the offices of sufficient capacity for the safe keeping of all records and papers. We shall be pleased to have members of the Order and our friends in other departments of the railway service give us a call when visiting the Prairie City. In the following partial report from the *Terre Haute Gazette* will be found a detailed description of the new offices:

The Grand Offices of the Brotherhood of Locomotive Firemen have been removed to their

new quarters in McKean block. It can be truthfully said that there is no more handsome and convenient office in the state than this one. Entering from the Wabash avenue entrance one is first confronted by a handsome high counter. This counter extends back through the entire front office and is arranged so as to be used as standing desks. The upper part of the counter is a net work of wires. The lower part is very richly carved and is made of California red wood and cherry. The work was done by Daniel Hirzel, of this city, and is a credit to him.

In the enclosure made by the counter are the various clerks. The desks in all the departments are new and of fine workmanship. The enclosure is divided into four departments.

The first section is the receiving department and general correspondence. Then comes the *Magazine* department. Next is the beneficiary department and then the cashier. Back of the cashier is the large vault in which will be stored the valuable records of the Brotherhood. In the vault is one of Hall's finest burglar proof safes. There is a door in the counter at each section. To the rear of the general offices is a room which will be used as a reading room and committee room. In the reading room is a table and easy chairs.

At the rear of this room is the mailing department and supply room. At the very last, so as to be safe from intrusion, are the private offices of Grand Master Sargent and Grand Secretary and Treasurer E. V. Debs. These are both conveniently arranged. The floor of the general offices is covered with linoleum. The entire building is heated by steam and illuminated by numerous handsome chandeliers. These were put in by D. W. Watson's Son. Taking it all together the Brotherhood of Locomotive Firemen have a grand office to be proud of.

During the past year the size of the *Magazine* has been increased sixteen pages. Its mechanical department which stands as authority on all subjects of the kind at present, will be especially attractive during the ensuing year. Angus Sinclair, editor of the "*National Car and Locomotive Builder*," has become a contributor beginning with this month. Mr. Sinclair's name is familiar to all mechanics throughout the country as he is the author of several books, one of which is, "*Locomotive Running and Management*." Another contributor is Mr. E. J. Rauch, Road Foreman of Engines of the New York Elevated Railroad, one of the finest practical mechanics of the country.

The Brotherhood is in all regards in a most prosperous condition and the outlook for the future is exceedingly encouraging. One of the fundamental purposes of the Order is to harmonize the relations of its members with their employers upon a basis of mutual justice, and while zealously guarding the rights of its members, it never fails to properly consider the rights of employers and deal with them in the spirit of equity and justice. Hence the popularity of the Order and its phenomenal success. The Brotherhood now ranks as one of the foremost bodies of organized labor in the world.

Hymenial.

Referring to the marriage of Bro. Grant Westfall, the popular Secretary of Progress Lodge, No. 105, the *Republican Register* says:

A company of relatives and intimate friends, in all about forty, assembled Thursday afternoon at the pleasant home of Mrs. F. A. Hupp, 236 West Berrien street, to witness the marriage of her pretty and modest daughter, Miss Eva L. Hupp, to Mr. U. Grant Westfall, the son of Mr. J. A. Westfall. It was not expected that the wedding would occur at so early a date, but the bride's mother was taken seriously ill, and as she desired that the nuptials should take place while she was alive, the date was changed. In consequence of this change, it was impossible to reach all whose presence was desirable. Mrs.

Hupp had recovered sufficiently to be able to witness the pleasant ceremony joining the two worthy young people, and performed by Rev. J. B. Worrall. The wedding was simple in every respect. The bride was attired in a neat gray camels-hair and velvet suit, adorned with choice white roses. The black suit of the groom was relieved by a boutonniere of roses.

After the ceremony and congratulations light refreshments were served. The presents consisted of silver and glassware and a number of fancy articles. The bride attended the High school. The groom is a C. B. & Q. fireman, secretary of the local lodge of the B. of L. F., and a prominent member of the M. W. of A. The wedding is what can be truly termed a happy one. Mr. and Mrs. Westfall take no trip, but begin housekeeping at once in the Hupp residence. Prosperity and peace are desired for them.

An Enjoyable Occasion.

An enjoyable musical and literary entertainment was held by Lodge No. 99, Brotherhood of Locomotive Firemen, last Friday evening. The programme was rendered in an excellent manner and arranged as follows:

Address of welcome David A. Thompson
Overture Orchestra
Will S. Dunn, first violin; Geo. C. Pink, second violin; J. M. Harding, cornet; G. C. Shear, clarinet; M. M. Bradley, flute; F. W. Lee, trombone; Miss Cora Cunningham, pianist.
Recitation Miss Sarah McDonald
Vocal solo Miss Maudie Dacey
Recitation Miss Lottie M. Clark
Guitar solo J. Mort Harding
Recitation Robert Thompson
Vocal duet Miss Cora and James McCann
Select reading Miss Mary McDonald
Vocal duet
Misses Cora Cunningham and Gertrude Vaughn
Recitation Miss Florence Mulvey
Flute solo M. M. Bradley
Select reading Miss Dora E. Frayne
Quartette Misses Cunningham, and Vaughn, Messrs. Dunn and Lampert
Supper was served by the ladies of the Lodge, after which dancing was indulged in.

From the above clipping it will be seen that the musical and literary entertainments given by Rochester Lodge No. 99, are becoming exceedingly popular. The boys deserve great credit for their enterprise.

Resolutions.

TAYLOR, TEX., February 1, 1888.

At a regular meeting of Gabriel Division No. 307, B. of L. E. and Alamo Lodge No. 263, B. of L. F., held February 1, 1888, the following resolutions were unanimously adopted:

WHEREAS, Gabriel Division No. 307, B. of L. E., and Alamo Lodge, No. 263, B. of L. F., are the happy recipients of a beautiful plush arm chair, presented to our respective Orders, by Messrs. David & Lewis, of Taylor; be it

Resolved, That with feelings of profound respect and gratitude we accept the beautiful chair so generously presented by Messrs. David & Lewis as a token of esteem of our Orders. Be it further

Resolved, That we heartily tender our thanks to those ladies of Taylor who so kindly assisted us in the arrangement of our hall.

Resolved, That a copy of these resolutions be spread on the minutes of the meeting, also a copy sent to Messrs. David & Lewis, a copy to the local papers and the *Engineer's Journal and Firemen's Magazine* for publication.

H. GARRETT, } Committee of
THOS. THRAILKILL, } B. of L. E.
C. M. STILL, }

B. C. MELSON, } Committee of B. of L. F.
S. M. BRIDGEWATER, }
W. H. ADAY, }

SLATER, Mo., December 31, 1887.

At a regular meeting of West End Lodge, No. 18, B. of L. F., the following resolution was adopted:

Resolved, That we tender our sincere thanks to our many friends of Slater and vicinity and our visiting brothers for their favors in assisting us at our second annual ball. To the ladies for so ably and kindly assisting us, we would especially thank Misses Maggie and Julia Sullivan, Miss Lena Heller, Mrs. J. Fleming, Mrs. Ed Mattice, sister and niece, Mrs. S. Foote and Mrs. E. Libbie, Mrs. Ed Bishop, Miss Nannie Smart and Miss Gracie Bishop.

J. W. SMART, } Committee.
E. H. MATTICE, }
J. A. KINNEY, }

LACROSSE, WIS., January 31, 1888.

To the Officers of the C. M. & St. P. and C. B. & N. Ry. Cos.

GENTLEMEN:—The following resolutions were unanimously adopted by the members of Guard Rail Lodge, No. 168:

WHEREAS, The officers of the C. M. & St. P. and C. B. & N. Ry. Cos. have shown us favors in behalf of our fifth annual ball, held at North LaCrosse, Wis., December 26, 1887,

Resolved, That the members of Guard Rail Lodge, No. 168, appreciate the large liberality displayed by these officials in furnishing us with headlights, shovels and flags and lanterns of all colors.

Resolved, That the thanks of this Lodge are due to the officials of the C. M. & St. P. and C. B. & N. Ry. Cos. for their liberality and kindness shown in our behalf.

Resolved, That a copy of these resolutions be printed in the *Magazine*.

JOHN ARGALL, } Committee.
CHAS. CANWELL, }
E. W. RANG, }

Acknowledgments.

BELLEVILLE, December 27, 1887.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—Please accept my sincere thanks for the prompt manner in which the \$1.500 due me were paid by Mr. F. A. Davis, Receiver of your noble Lodge; with best wishes for the success of the Order, I remain, Yours respectfully,
MRS. MAGGIE BECK.

TROY, N. Y., December 22, 1887.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

It is with feelings of sincere gratitude that I acknowledge the receipt of a draft for the insurance held by my son, Richard J. Nugent, of Troy City Lodge, No. 315. That heaven's choicest blessings may rest upon each and every member of the Brotherhood of Locomotive Firemen, is the earnest prayer of your friend,

MRS. RICHARD NUGENT.

MISSOULA, MONT., February 6, 1888.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—It is with sincere gratitude that I acknowledge the receipt of a draft for \$1,500 due me on my disability claim. My draft was presented to me by our worthy brother and Receiver, H. W. Smith, of Bonanza Lodge, No. 194, and I would like to thank all of the brothers of Bonanza Lodge, No. 194, for their kind attention through my long continued sickness, and I sincerely pray that the Brotherhood will ever prosper in its good work.

Your disabled brother,
E. L. HOLLISTER.

BEWARE of a silent dog and still waters. The impure blood flowing silently through the system is a dangerous enemy to health. Warner's Log Cabin Sarsaparilla is the great blood purifier. Cheapest in the market. 120 doses for \$1.00. All druggists have it.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

MARCH, 1888.



OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE IND., March 1, 1888. }

Assessment Notice for March.

ASSESSMENT No. 17, \$1.00.

To Subordinate Lodges.

DEAR SIRS AND BROTHERS: You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 162. G. J. Hurley, of Garfield Lodge, No. 208, was killed by Railroad Accident, July 2th, 1887.

CLAIM No. 163. S. Jamieson, of Northern Light Lodge, No. 127, died from Injuries received in a Railroad Accident, November 7th 1887.

CLAIM No. 164. J. B. Wolfskill, of Columbia Lodge, No. 252 died of Acute Peritonitis, December 8th, 1887.

CLAIM No. 165. R. F. Chamberlin, of Sugar Loaf Lodge, No. 144, died of Typhoid Fever, December 29th, 1887.

CLAIM No. 166. J. C. Queen, of Falls City Lodge, No. 103, was killed by Railroad Accident, January 11th, 1888.

CLAIM No. 167. Lewis L. Weston, of Enterprise Lodge, No. 75, died from the effects of a Tumor, January 17th, 1888.

CLAIM No. 168. Alvin T. Spencer, of Wheaton Lodge, No. 242, was killed by Railroad Accident, January 19th, 1888.

CLAIM No. 169. Geo. M. Lucas, of Delaware Lodge, No. 231, was declared totally disabled with Consumption, January 24, 1888.

CLAIM No. 170. J. H. Kuhns, of Fidelity Lodge, No. 185, was declared totally disabled with Fracture of Leg, February 3, 1888.

CLAIM No. 171. Joseph Davis, of J. K. Gilbreath Lodge, No. 264, was declared totally disabled with Injury to Spine, February 6, 1888.

CLAIM No. 172. P. J. McCarty, of Herenles Lodge, No. 63, was declared totally disabled with Consumption, February 14, 1888.

An assessment of ONE DOLLAR is levied upon Claim No. 172, and all members who were admitted on or before February 14th, 1888, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before March 25, 1888, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

Special Notices.

ADDRESSES OF MEMBERS.

Any member who fails to receive his *Magazine* regularly will please notify the Editor at once giving the number of his Lodge and his correct postoffice address.

OFFICERS' ADDRESSES.

Each officer of Subordinate Lodges is requested to examine his name and address in this issue of the *Magazine* and if there is any error in it to notify the Grand Secretary at once so the correction can be made.

TO SECRETARIES.

Upon the initiation of an applicant you will at once forward the "application for beneficiary certificate" to the Grand Lodge. See to it that this blank is filled out in every particular before sending it, otherwise the Grand Lodge can not accept it. See Rule 8 on the application.

UNION MEETING.

There will be a grand Union Meeting at Cedar Rapids, Iowa, under the auspices of Hawkeye Lodge, No. 27, on Sunday, May 13th, to which all members in good standing are invited. The grand officers will be in attendance and will exemplify and instruct in the work of the Order and it is hoped that all Lodges in that locality will be represented.

RECEIPTS.

A member to be in good standing to date must hold a receipt for his *Grand Dues* for the year ending July 31st, 1888; also for *Subordinate Dues* for the quarter ending April 30th, 1888; also for *Assessment Nos. 15 and 16* (for February); also for *Special Assessment No. 2*. Any member not holding these receipts stands suspended from all the benefits of the Order, and can only be reinstated by a vote of his Lodge. Examine your receipts and see that you have them correct.

POLICY SLIPS.

Each member has received (or should have received) from his Secretary, a small printed slip, to fill out for his new insurance policy, with instructions to return same without delay. Secretaries complain that members do not fill out their blanks, and hence they cannot send their lists of membership to the Grand Lodge. We desire to impress upon the mind of each member the necessity of *filling out this slip at once* and returning it to the Secretary of the Lodge, and we would impress upon each Secretary the necessity of sending in his membership lists with accompanying slips without unnecessary delay, so that new policies can be issued, *as required by law*. Let there be no delay in carrying out these instructions.

Yours fraternally,
F. P. SARGENT, G. M.

E. V. DEBS, G. S. and T.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., February 1, 1888.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending January 31, 1888:

RECEIPTS.

Lodge Nos.	Back Assam't's.	Assam't No. 13.	TOTAL.	Lodge Nos.	Back Assam't's.	Assam't No. 13.	TOTAL.
1		\$73 00	\$73 00	72	\$7 00	\$125 00	\$132 00
2	\$7 00	20 00	27 00	73	8 00	87 00	95 00
3	27 00	155 00	182 00	74	2 00	24 00	26 00
4		98 00	98 00	75	31 00	147 00	178 00
5		90 00	90 00	76	35 00	23 00	58 00
6	9 00	63 00	72 00	77		97 00	97 00
7	1 00	33 00	34 00	78	61 00	65 00	126 00
8	15 00	42 00	57 00	79		49 00	49 00
9	91 00		91 00	80	9 00	90 00	99 00
10	9 00	57 00	66 00	81	2 00	71 00	73 00
11	2 00	116 00	118 00	82	4 00	83 00	87 00
12	75 00	218 00	293 00	83		48 00	48 00
13		92 00	92 00	84		68 00	68 00
14	14 00	140 00	154 00	85		42 00	42 00
15	1 00	50 00	51 00	86	15 00	51 00	66 00
16		130 00	130 00	87	49 00	24 00	73 00
17		19 00	19 00	88		47 00	47 00
18	1 00	50 00	51 00	89	3 00	21 00	24 00
19		37 00	37 00	90	7 00	29 00	36 00
20	3 00	28 00	31 00	91		38 00	38 00
21	4 00	34 00	38 00	92		21 00	21 00
22	4 00	21 00	25 00	93	8 00	69 00	77 00
23		35 00	35 00	94		43 00	43 00
24	39 00	38 00	77 00	95		101 00	101 00
25		61 00	61 00	96	1 00	49 00	50 00
26	4 00	76 00	80 00	97	11 00	51 00	62 00
27	3 00	82 00	85 00	98			
28	6 00	61 00	67 00	99	7 00	28 00	35 00
29	3 00	37 00	40 00	100		136 00	148 00
30	4 00	19 00	23 00	101	12 00	1 00	13 00
31	11 00	44 00	55 00	102	1 00	34 00	35 00
32	7 00	30 00	37 00	103	6 00	103 00	109 00
33	2 00	61 00	63 00	104	4 00	23 00	27 00
34		57 00	57 00	105	4 00	92 00	96 00
35				106		25 00	25 00
36	1 00	55 00	56 00	107	9 00	94 00	103 00
37	45 00	45 00	90 00	108		21 00	21 00
38		63 00	63 00	109	3 00	60 00	63 00
39	1 00	40 00	41 00	110	44 00	18 00	62 00
40				111		58 00	58 00
41		22 00	22 00	112		46 00	46 00
42	72 00		72 00	113	1 00	37 00	38 00
43	1 00	77 00	78 00	114		18 00	18 00
44	2 00	74 00	76 00	115	23 00	23 00	46 00
45	11 00	65 00	76 00	116		51 00	51 00
46		55 00	55 00	117		51 00	51 00
47				118		22 00	22 00
48		68 00	68 00	119		32 00	32 00
49		38 00	38 00	120	6 00	84 00	90 00
50	6 00	100 00	106 00	121		57 00	57 00
51	6 00	50 00	56 00	122		56 00	56 00
52		97 00	97 00	123	10 00	61 00	71 00
53	2 00	27 00	29 00	124	34 00	22 00	56 00
54	10 00	88 00	98 00	125	30 00	47 00	77 00
55		25 00	25 00	126		19 00	19 00
56	3 00	17 00	20 00	127		64 00	64 00
57	4 00	246 00	250 00	128		24 00	24 00
58	10 00	14 00	24 00	129		62 00	62 00
59	14 00	66 00	80 00	130		86 00	86 00
60	4 00	78 00	82 00	131	1 00	43 00	44 00
61		59 00	59 00	132	2 00	39 00	41 00
62	13 00	57 00	70 00	133		30 00	30 00
63	4 00	44 00	48 00	134		31 00	31 00
64	8 00	10 00	18 00	135	3 00	25 00	28 00
65				136	9 00	19 00	28 00
66		57 00	57 00	137		32 00	32 00
67	4 00	99 00	103 00	138		38 00	38 00
68	4 00	55 00	59 00	139	24 00	22 00	46 00
69	1 00	41 00	42 00	140	5 00	43 00	48 00
70	5 00	34 00	39 00	141		92 00	92 00
71		70 00	70 00	142		78 00	78 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assam't's.	Assam't No. 13.	TOTAL.	Lodge Nos.	Back Assam't's.	Assam't No. 13.	TOTAL.
143	\$8 00	\$13 00	\$21 00	223	\$6 00	\$17 00	\$23 00
144	7 00	27 00	34 00	224	8 00	27 00	35 00
145		35 00	35 00	225	26 00	24 00	50 00
146	47 00	39 00	86 00	226		29 00	29 00
147	3 00	44 00	47 00	227		23 00	23 00
148	19 00	81 00	50 00	228		115 00	115 00
149	5 00	224 00	229 00	229		85 00	85 00
150	2 00	48 00	50 00	230		64 00	64 00
151	1 00	54 00	55 00	231	12 00	45 00	57 00
152		25 00	25 00	232	8 00	22 00	30 00
153	8 00	29 00	37 00	233		26 00	26 00
154	37 00	33 00	70 00	234	19 00	21 00	40 00
155	1 00	12 00	13 00	235			
156		46 00	46 00	236	4 00	14 00	18 00
157	3 00	24 00	27 00	237	3 00	48 00	51 00
158	16 00	60 00	76 00	238			
159	12 00	28 00	40 00	239	4 00	28 00	32 00
160	2 00	47 00	49 00	240	5 00	87 00	92 00
161	4 00	55 00	59 00	241	1 00	24 00	25 00
162	4 00	85 00	89 00	242		54 00	54 00
163	15 00	22 00	37 00	243	4 00	19 00	23 00
164		37 00	37 00	244	8 00	78 00	86 00
165	1 00	43 00	44 00	245		30 00	30 00
166	3 00	40 00	43 00	246	1 00	31 00	32 00
167	1 00	32 00	33 00	247		24 00	24 00
168	2 00	50 00	52 00	248	8 00	30 00	38 00
169	4 00	110 00	114 00	249	22 00	14 00	36 00
170	2 00	41 00	43 00	250	3 00	78 00	81 00
171		22 00	22 00	251	1 00	46 00	47 00
172	47 00	46 00	93 00	252		85 00	85 00
173	1 00	40 00	41 00	253	1 00	33 00	34 00
174	5 00	111 00	116 00	254		36 00	36 00
175	1 00	85 00	86 00	255	8 00	27 00	35 00
176		15 00	15 00	256	36 00	36 00	72 00
177	9 00	52 00	61 00	257		31 00	31 00
178		51 00	51 00	258		20 00	20 00
179	14 00	46 00	60 00	259		14 00	14 00
180	2 00	10 00	12 00	260	17 00		17 00
181		21 00	21 00	261		81 00	81 00
182		34 00	34 00	262	8 00	24 00	32 00
183				263	3 00	38 00	41 00
184		22 00	22 00	264	3 00	42 00	45 00
185	6 00	18 00	24 00	265	9 00	59 00	68 00
186	29 00	53 00	82 00	266	5 00	47 00	52 00
187		13 00	13 00	267	35 00	14 00	49 00
188		77 00	77 00	268		14 00	14 00
189	64 00	27 00	91 00	269	12 00	47 00	59 00
190	6 00	18 00	24 00	270	11 00	65 00	76 00
191				271		22 00	22 00
192				272		30 00	30 00
193		24 00	24 00	273	8 00	39 00	47 00
194	2 00	22 00	24 00	274	11 00	8 00	19 00
195		37 00	37 00	275	6 00	33 00	39 00
196		12 00	12 00	276			
197		41 00	41 00	277		10 00	10 00
198	26 00	25 00	51 00	278	11 00		11 00
199	3 00	31 00	34 00	279			
200	2 00	6 00	8 00	280	12 00	36 00	48 00
201		37 00	37 00	281	1 00	28 00	29 00
202		46 00	46 00	282		28 00	28 00
203	11 00	47 00	58 00	283		38 00	38 00
204		6 00	6 00	284	7 00	81 00	88 00
205	1 00	55 00	56 00	285	16 00	37 00	53 00
206				286	5 00	69 00	74 00
207	1 00	70 00	71 00	287		93 00	93 00
208	11 00	39 00	50 00	288		20 00	20 00
209	1 00	20 00	21 00	289	2 00	9 00	11 00
210		40 00	40 00	290	2 00	28 00	30 00
211	3 00	53 00	56 00	291		67 00	67 00
212		24 00	24 00	292	8 00	29 00	37 00
213		29 00	29 00	293	43 00	39 00	82 00
214	6 00	38 00	44 00	294		18 00	18 00
215		53 00	53 00	295	2 00	25 00	27 00
216	7 00	53 00	60 00	296		11 00	11 00
217		28 00	28 00	297		15 00	15 00
218				298		18 00	18 00
219	4 00	45 00	49 00	299	1 00	36 00	37 00
220	2 00	53 00	55 00	300		41 00	41 00
221		34 00	34 00	301	1 00	25 00	26 00
222	16 00	22 00	38 00	302		18 00	18 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm't.	Assessm't No. 13.	TOTAL.	Lodge Nos.	Back Assessm't.	Assessm't No. 13.	TOTAL.
303		\$12 00	\$12 00	340		\$19 00	\$19 00
304		29 00	29 00	341		16 00	16 00
305				342			
306		35 00	35 00	343		16 00	16 00
307	\$1 00	40 00	41 00	344	\$1 00	14 00	15 00
308	1 00	18 00	19 00	345			
309	12 00	30 00	42 00	346		13 00	13 00
310		28 00	28 00	347	11 00	14 00	25 00
311		19 00	19 00	348		15 00	15 00
312		24 00	24 00	349	11 00	46 00	57 00
313	6 00	31 00	37 00	350		22 00	22 00
314	17 00		17 00	351		14 00	14 00
315		39 00	39 00	352		32 00	32 00
316	1 00	39 00	40 00	353	3 00	17 00	20 00
317		60 00	60 00	354		53 00	53 00
318				355	0 00	20 00	26 00
319	8 00	30 00	38 00	356		27 00	27 00
320	1 00	23 00	24 00	357		40 00	40 00
321		8 00	8 00	358		10 00	10 00
322	15 00	32 00	47 00	359		18 00	18 00
323		43 00	43 00	360	5 00	27 00	32 00
324	4 00	19 00	23 00	361	1 00	24 00	25 00
325	8 00	20 00	28 00	362		12 00	12 00
326		30 00	30 00	363		28 00	28 00
327	20 00		20 00	364		16 00	16 00
328		31 00	31 00	365		23 00	23 00
329	1 00	17 00	18 00	366		6 00	6 00
330	3 00	18 00	21 00	367			
331		24 00	24 00	368		8 00	8 00
332	20 00	10 00	30 00	369		15 00	15 00
333	1 00	73 00	74 00	370		9 00	9 00
334	13 00		13 00	371			
335	2 00	23 00	25 00	372		17 00	17 00
336		7 00	7 00	373	10 00		10 00
337		43 00	43 00	374			
338		18 00	18 00	375	3 00	3 00	6 00
339		15 00	15 00				

Balance on hand January 1 \$16,349 00
 Received during month 17,068 00

Total \$33,417 00
 By Claims 140, 141, 142, 143, 144, 145, 146, 147,
 148, 149 and 150 \$16,505 00

Balance on hand February 1 \$16,917 00

Respectfully submitted,
 EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT Grand Master
 Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
 Box 656, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
 Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
 Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

C. W. GARDNER Chairman
 Box 738, Fort Dodge, Iowa.

C. C. SUTHERLAND Secretary
 Horton, Kansas.

L. P. SMITH 292 Fulton Street, Chicago, Ills

GRAND EXECUTIVE BOARD.

HARRY WALTON Chairman
 4233 Haverford Street, West Philadelphia, Pa.

W. E. BURNS Secretary
 122 Newberry Avenue, Chicago, Ill.

J. J. LEAHY 3627 Fremont St., Philadelphia, Pa

F. X. HOEL 806 22d ave S., Minneapolis, Minn.

W. H. McDONNELL 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

- DEEB PARK; Port Jervis, N. Y.**
 G. E. Carmer Master
 John Downs, Box 311 Secretary
 Wm. Van Dine Collector
 C. E. Barkman, Box 26 Receiver
 S. T. Ferguson, Box 396 Magazine Agent
- HAND IN HAND; Providence, R. I.**
 C. Anthony Taft, 326 Chalkstone ave Master
 C. E. Harman, East Providence Secretary
 Willis A. Aldrich, 217 Smith st Collector
 J. W. Williams, 25 Kilton st., Taunton, Mass. Receiver
 C. E. Harmon, East Providence, R. I. Magazine Agent
- ADOPTED DAUGHTER; Jersey City, N. J.**
 Jos. Capner, Jr., 243 Second St Master
 E. P. Hutton, 178 Fourth St Secretary
 J. B. Sweet, 147 Academy St Collector
 C. E. Benter, 403 E. 69th St., New York City Receiver
 S. Simpson, 572 Jersey Ave Magazine Agent
- GREAT EASTERN; Portland, Maine.**
 L. G. Shaw, 22 Beckett St Master
 C. D. Getchell, 11 Brattle St Secretary
 A. E. Dennison, 23 Merrill St Collector
 F. A. Huff, 47 Hanover St Receiver
 F. E. Pottle, 72 Waterville st Mag. Agent
- CHARITY; St. Thomas, Ontario.**
 Thos. Quirk, Box 1273 Master
 A. S. Adams, Box 1273 Secretary
 L. D. Norton, Box 1273 Collector
 Frank Turfill, Box 1273 Receiver
 Wm. Deyell, Box 1273 Magazine Agent
- PRIDE OF THE WEST; De Soto, Mo.**
 R. H. Lanham, Box 403 Master
 F. J. Parker, Box 431 Secretary
 Fred Gratiot Collector
 John Moore, Box 189 Receiver
 Wm. Ross Magazine Agent
- POTOMAC; Washington, D. C.**
 James B. May 477 1/2 F. St. S. W Master
 Wm. C. Jasper, 906 Fourth St Secretary
 A. J. Williams, 327 C. St., S. W Collector
 P. P. Luddy, 426 4 1/2 St. S. W Receiver
 Jos. M. Harmon, 1417 Maryland Ave., Baltimore, Md. Mag. Agent
- RED RIVER; Denison City, Texas.**
 J. F. Cramer Master
 Louis Horner, L. Box 662 Secretary
 T. W. Weaver Collector
 J. Crofton, L. Box 818 Receiver
 C. W. Jeffries Magazine Agent
- FRANKLIN; Columbus, Ohio.**
 F. W. Arnold, 544 E. Main St. Master
 C. C. Colt, 204 Baird St Secretary
 N. T. Beynon, 325 Mt. Vernon st Collector
 F. J. Kistler, 212, 214 South High St Receiver
 Leonard Lawrence, 47 Curtiss Ave Mag. Agent
- FOREST CITY; Cleveland, Ohio.**
 J. F. Tousley, 192 Merchants ave Master
 A. G. Laubscher, Seward St., W. Secretary
 T. P. Curtis, 41 West Madison St Collector
 John Crouse, 31 Penn St Receiver
 A. G. Laubschs, Seward St., West Cleveland Mag. Agent
- EXCELSIOR; Phillipsburg, N. J.**
 Ruben Tyndall Master
 C. A. Stevenson Secretary
 Oliver Kidney, 633 Main St Collector
 J. W. Sinclair, L. Box 96 Receiver
 A. L. Vandegrift Mag. Agent
- BUFFALO; Buffalo, N. Y.**
 J. J. Knauff, 61 Delaware Place Master
 Wm. J. Bruman, 895 Swan St Secretary
 H. Adams, 252 Seneca St Collector
 F. H. Coe, 4 Hickory St Receiver
 A. S. Bickley, 367 Myrtle St Magazine Agent
- WASHINGTON; Jersey City, N. J.**
 C. A. Wilson, 147 Pacific Ave Master
 Mellick Shick, 141 Pacific Ave Secretary
 P. C. Quick, Somerville, N. J Collector
 C. A. Wilson, 147 Pacific Ave Receiver
 D. M. Blake, 254 Communipaw Ave., Mag. Agent

- 14. EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. at 34 W. Washington St., fourth floor.
Wm. P. McBride, 435 E. Georgia St. Master
Wm. J. Hugo, 172 Blake St. Secretary
E. J. Kline, 635 North West St. Collector
Wm. J. Hugo, 172 Blake St. Receiver
W. R. Jones, 64 So. West St. Mag Agent
- 15. ST. LAWRENCE; Montreal, Canada.**
Meet in St. Charles Club Room, Point St. Charles.
James Murphy, 465 Wellington St., Point St. Charles, Montreal Master
James Ashcroft, 114 Congregation St., Point St. Charles, Montreal Secretary
W. F. Stocker, 127 1/2 Bourgeois St., Point St. Charles, Montreal Collector
H. J. Clarke, 49 1/2 Charron St., St. Gabriel, Montreal Receiver
H. J. Clarke, 49 1/2 Charron St., St. Gabriel, Montreal Mag. Agent
- 16. VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs Master
J. F. O'Reilly, 431 N. 4th St. Secretary
Henry Balesdorf, 203 N. 12th St. Collector
C. A. Bennett, 1004 N. 9th St. Receiver
E. W. Bundy, 702 N. 14 1/2 St. Magazine Agent
- 17. PINE RIDGE; Chadron, Neb.**
Meets 1st and 3d Sundays, at Masonic Hall.
W. M. Shirley, Box 341 Master
John White, Box 366 Secretary
John White, Box 366 Collector
R. Chandler, L. Box 307 Receiver
J. H. Butler, Long Pine, Neb. Magazine Agent
- 18. WEST END; Slater, Mo.**
Meets in I. O. O. F. Hall 1st and 3d Sunday nights.
E. A. Jones, Box 123 Master
C. S. Frazier, Box 186 Secretary
Greely Olds Collector
J. Kinney, Box 154 Receiver
A. Disney Magazine Agent
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:00 P. M.
J. B. Cunningham, Box 8 Master
W. J. Patten, Box 8 Secretary
H. E. Huston, Box 8 Collector
J. S. Ralitt, Box 8 Receiver
H. L. Huston Magazine Agent
- 20. STUART; Stuart, Iowa.**
Geo. C. Wells, Box 117 Master
W. R. Van Harten, Box 412 Secretary
Wm. Zerwick, Box 252 Collector
W. R. Van Harten, Box 412 Receiver
E. L. Flick Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**
Phil. C. Snyder, 712 S. Eighteenth St. Master
Eli Giclas, 1021 Gratton St. Secretary
C. E. Becker, 1441 S. 10th St. Collector
W. A. Murphy, 944 Chouteau Ave. Receiver
Eli Giclas, 1021 Gratton St. Magazine Agent
- 22. CENTRAL; Urbana, Ill.**
L. Sullivan, Box 367 Master
F. A. Bonner Secretary
Dan. O'Connor Collector
Jas. A. Gibson Receiver
George Brash Magazine Agent
- 23. PHOENIX; Brookfield, Mo.**
M. Stevens Master
J. H. Snoddy, Box 7 Secretary
J. S. Ott, Box 381 Collector
J. H. Snoddy, Box 7 Receiver
J. M. Morgan Magazine Agent
- 24. GREAT WESTERN; Parsons, Kansas.**
J. E. Powell, Box 144 Master
F. E. Green, Box 413 Secretary
J. G. Morris, Box 283 Collector
J. E. Powell, Box 144 Receiver
J. W. Terrell, Box 322 Mag. Agent
- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
W. H. Cummings, Box 426 Master
George McCormick, Box 2 Secretary
H. C. Barron, Box 786 Collector
Simon Rogers Receiver
W. J. Webster Magazine Agent
- 26. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays in B. L. E. Hall.
A. E. Brown, Box 1057 Master
Thomas Williams Secretary
H. E. Megee Collector
C. W. Lambertson Receiver
C. A. Rich Magazine Agent
- 27. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d Sunday at 2:30 P. M. and 4th Mondays at 7:30 P. M. at Room 18 O'Hara's Block.
Fred. McArdle, 67 6th Ave. Master
S. D. Byers, 252 Third St., W. Secretary
J. L. Jennings, 328 G Ave., W. Collector
C. B. Everette, 46 avenue A. Receiver
J. H. McKenzie, 172 B. Ave. Magazine Agent
- 28. ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
Chas. W. Baskins Master
John T. Stuart, Box 367 Secretary
W. H. Coleman, Box 214 Collector
A. M. Coffenberger Receiver
B. H. Stimson Box 15 Magazine Agent
- 29. CERRO GORDO; Mason City, Iowa.**
Meets 1st and 3d Tuesday evening of each month cor. Second and Main Sts.
Chas. S. Holman Master
J. H. Fulton, Box 706 Secretary
Max Newbrows Collector
J. H. Fulton, Box 706 Receiver
Stephen A. Trine Mag. Agent
- 30. CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
E. T. Gregory, 514 Saxon St. Master
R. A. Corson, Box 1154 Secretary
E. T. Gregory, 514 Saxon St. Collector
R. A. Corson, Box 1154 Receiver
F. Fern, care J. C. R. R. shop Magazine Agent
- 31. R. B. CENTRE; Atchison, Kansas.**
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
M. Warner, 1001 Commercial St. Master
C. H. Salisbury, 103 Fourteenth St. Secretary
W. D. Foster, 1303 N. Main St. Collector
Frank Johnson, 713 North st. Receiver
Chas. H. Norris, 7th St. Hotel Mag. Agent
- 32. BORDER; Elks, Kansas.**
Meets Tuesday evenings at 7:30 in I. O. O. F. Hall.
G. M. McClure, Box 205 Master
J. L. Clark, Box 244 Secretary
A. M. Petrie, Box 103 Collector
T. J. Welsh, Box 107 Receiver
Harry Stigall Magazine Agent
- 33. SUCCESS; Trenton, Mo.**
Meets in O. R. C. Hall 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays at 7 P. M.
R. N. Sugg Master
Thomas Griffin, Box 145 Secretary
Wm. Ebermen Collector
F. White Receiver
F. J. Fischer Magazine Agent
- 34. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2:30 P. M. in Engineer's Hall, Fourth St.
John A. Lake, 419 Tenth Ave. Master
J. M. Wheeler, 515 Comanche Ave. Secretary
F. A. Kinch, 522 Seventh Ave Box 381 Collector
Geo. P. Smith, 412 Eleventh Ave. Receiver
Joseph Butler, 1705 S. F. St. Mag. Agent
- 35. Amboy; Amboy, Ill.**
Meets 1st and 3d Sundays of every month.
J. F. Maloney, Box 386 Master
Nicholas Kastler Secretary
J. J. Orchard Collector
Warren Fessenden Receiver
Mag. Agent
- 36. TIPPECANOE; Lafayette, Ind.**
Meets in Red Men's Hall at 2 P. M. Sundays.
J. E. Crusey, 84 Hartford St. Master
G. H. Newburg, 160 N. Sixth St. Secretary
W. H. Willoughby, 29 N. 3d St. Collector
F. T. Korty, 29 N. 3d St. Receiver
M. S. Hewes, 52 Smith St. Magazine Agent

- 37. NEW HOPE; Centalla, Ill.**
Meets every Sunday at 2 P. M.
H. G. McCormick, Box 151 Master
W. D. Holton Secretary
W. D. Hoton, Box 244 Collector
C. H. Randall Receiver
T. J. Prickett Magazine Agent
- 38. AVON; Stratford, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
Wm. O'Brien, Box 318 Master
J. T. Burke, Box 318 Secretary
Wm. O'Brien, Box 318 Collector
G. Nursey, Box 318 Receiver
Eugene A. Ball Magazine Agent
- 39. TWIN CITY; Rock Island, Ill.**
W. T. Clark, 328 Twentieth St Master
C. J. Dahl, 3052 9th Ave Secretary
C. J. Dahl, 3052 9th Ave Collector
J. O. Boyle, 1518 Andrews St Receiver
Carl Boltz, 531 Fifth Ave Magazine Agent
- 40. BLOOMING; Bloomington, Ill.**
Meets 910 W. Chestnut st. Tuesdays, at 7:30 P. M.
E. Browning, 714 1/2 W. Washington St. Master
W. Cavanaugh, 902 N. Lee St. Secretary
C. W. Milbpaugh Collector
W. Cavanaugh, 902 N. Lee St. Receiver
Ed. J. Spreen, 608 N. Mason St., Magazine Agent
- 41. ONWARD; Dickinson, Dakota.**
Meets every Thursday at 7:30 P. M.
W. F. Cunningham, L. Box 215 Master
John Benedict Secretary
E. E. Hagan Collector
Joe Crosthwaite Receiver
E. E. Hagan Magazine Agent
- 42. ELMO; Madison, Wis.**
Meets in Good Templars Hall 2d and 4th Sundays.
M. O'Loughlin, 611 W. Dayton St. Master
John Cashen, Cor. Clymer and Broom streets Secretary
Joseph Parish, Clymer St Collector
M. O'Loughlin, 611 W. Dayton St Receiver
Alfred Tyler, 821 University Ave Mag. Agent
- 43. ST. JOSEPH; St. Joseph, Mo.**
Meets 1st and 3d Thursdays at I. O. O. F. Hall, 10 Pacific St.
F. O. Porter, N. E. Cor. Thirteenth and Penn. Sts. Master
C. E. Wilson, 2203 S. Sixth St Secretary
J. Hyndman, 2216 S. Sixth St Collector
C. E. Wilson, 2203 S. Sixth St Receiver
C. P. Porter, K. C. St. Jo. & C. B. round house Magazine Agent
- 44. F. W. ARNOLD; East St. Louis, Ill.**
Meets alternate Tuesdays, at 7:30 P. M. in Jack-
leach Hall on Missouri and Main sts.
T. J. Hayes, Box 375 Master
C. E. Long, Box 354 Secretary
John U. Roy Collector
Thos. Halpin Receiver
T. J. Hayes, Box 375 Magazine Agent
- 45. ROSE CITY; Little Rock, Ark.**
Meets in Quapaw Hall every Monday night.
Jopt Stout, 806 W. Fifth St Master
Ed Chamberlain, 815 Water St Secretary
Thos. A. Howell, 1704 W. 3d St Collector
George Emery, 1406 West 4th St Receiver
Ed Chamberlain, 815 Water St Mag. Agent
- 46. CAPITAL; Springfield, Ill.**
Meets at Engineers' Hall, 217 South 5th st, 1st
and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st. Master
D. Hensley, 911 E. Reservoir st. Secretary
J. Shafer, 416 Monroe st. Collector
Thos. P. Walsh, 1424 South 7th st. Receiver
E. W. Rowland, 1217 E. Jackson St. Mag. Agent
- 47. TRIUMPHANT; Chicago, Ill.**
Meets 2d Monday evening and 4th Sunday after-
noons in P. S. O. of A. Hall, 146 E. 22d St.
Thos. S. Deegan, 298 E 22d St Master
Harry Shilling, 3247 Dearborn St. Secretary
Harry Shilling, 3247 Dearborn St. Collector
Peter Schilax, 1583 Michigan Ave Receiver
Martin Craigton, 1486 Indiana Ave. Mag. Agent
- 48. W. F. HYNES; Peoria, Ill.**
Meets in G. A. R. Hall 1st Saturday at 7:30 P. M.,
and 3d Sunday at 2 P. M.
A. G. Elbertson, 1024 N. Jefferson St Master
Jos. V. Johnson, 702 Hulburt St. Secretary
W. A. McMillan, 211 New St. Collector
G. C. Watt, 617 1st St Receiver
Jas. E. Dillon, 503 Frink St. Magazine Agent
- 49. J. M. RAYMOND; Decatur, Ill.**
Meets 2d and 4th Sundays at 3 P. M., in Engin-
eer's Hall, E. Eldorado St.
A. H. Sutton, 975 N. Water St. Master
Geo. Green, 1172 E. Marietta St Secretary
Wm. H. Slater, 687 E. North st. Collector
Geo. Bashford, 730 N. Church St Receiver
Wm. Langelt, 908 N. Morgan st. Magazine Agent
- 50. GARDEN CITY; Chicago, Ill.**
Meets 1st and 3d Saturdays at 7:30 P. M.
H. W. Rouscup, 524 Fifty-sixth St Master
John E. Davis, 5530 Butterfield St. Secretary
W. H. Green, 4837 State St. Collector
J. J. Coffey, 4234 Atlantic St Receiver
G. W. Brialen, 4700 Wabash Ave Mag. Agent
- 51. FRISCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays of each month at
7:30 P. M. in Masonic Hall.
E. R. Harlan Master
Michael Gaffney Secretary
George Hasler Collector
C. H. Swingler Receiver
Chas. Schuler Mag. Agent
- 52. GOOD WILL; Loganport, Ind.**
Meets every Sundays at 2 P. M., Cor. Fourth and
Market Sts.
H. C. Swadener, 1408 E. Broadway Master
E. H. Laing, 1423 E. Broadway Secretary
F. M. Wilt, 322 Fifteenth St Collector
E. H. Laing, 1423 E. Broadway Receiver
J. A. Holland, cor Illinois and Indiana Sts Magazine Agent
- 53. EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays of each month in A.
O. U. W. Hall, cor. Fifth and Conn sts.
John Turnpaugh, 2 Pine St. Master
Alvin Deen, Box 1198 Secretary
Jas. T. Bunt, 475 Neosha St. Collector
A. E. Pearce, L. box 1201 Receiver
W. R. Samuels, 524 Rural St. Mag. Agent
- 54. ANCHOR; Moberly, Mo.**
Meet Tuesdays at 7 P. M. in Supplies Bros. Hall.
J. J. Evans, Box 542 Master
L. H. Kettler, Box 113 Secretary
James Scully, Box 543 Collector
James Dickson, Box 110 Receiver
J. S. Hannah, Box 1574 Mag. Agent
- 55. BLUFF CITY; Memphis, Tenn.**
Meets 2d and 4th Thursday evenings, at No. 16
Johnson Ave.
Jacob Fuchs, L. & N. Shops Master
John Spellman, L. & N. Shops Secretary
Jacob Wagner, L. & N. Shops Collector
Laurence Fox, L. & N. Shops Receiver
John H. Davis, 181 Seventh St Mag. Agent
- 56. BANNER; Stanberry, Mo.**
Meets every Saturday night at 7:30 P. M.
D. L. Collier Master
T. H. Robotham Secretary
D. L. Collier Collector
J. J. Smith Receiver
George Mock Mag. Agent
- 57. BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays of each month at Odin
Hall, 47 Hanover st.
H. E. Stevens, 5 Davis St Master
T. F. Haines, Ocean View St., Win-
throp, Mass Secretary
H. S. Allingham, 96 H St., So. Boston. Collector
C. A. Fisher, 32 E. Springfield St Receiver
L. R. Stewart, 38 Cross St., East
Sommerville, Mass Mag. Agent

53. SACRAMENTO; Rocklin, Cal.
Meets every Monday in Masonic Hall at 1 P. M.
C. C. Brown Master
C. E. Warrington Secretary
C. E. Warrington Collector
M. H. Tuttle Receiver
M. H. Tuttle Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.
Meets every Monday evening at 7:30.
M. N. Lines, 318 Spring St., Pueblo Master
Wm. Walk, Block T, No. 59, Pueblo Secretary
F. E. Pearce, L. Box 439, Pueblo, Colo., Collector
M. C. Donnelly, 316 E. 2d St., Pueblo Receiver
E. S. McAlpin Mag. Agent

60. UNITED; Philadelphia, Pa.
Meets alternate Sundays at Dover Hall, Marshall St. above Susquehanna ave.
B. F. Pettit, 2055 N. Ninth St. Master
Josiah H. Fetters, 2341 Dickinson st, 31st Ward Secretary
Howard Reeder, 1943 Lawrence st Collector
John A. Falls, 2224 N. 2d St. Receiver
J. R. Race, 521 Diamond St Mag. Agent

61. MINNEHABA; St. Paul, Minn.
Meets 2d and 4th Sundays of each month.
A. E. Carle, 120 Granite St Master
P. McLaughlin, 76 Sycamore St Secretary
A. E. Carle, 120 Granite St Collector
H. L. Buckley, 120 Granite St Receiver
Jas. Johnson, 608 Warren St Magazine Agent

62. VANBERGEN; Carbondale, Pa.
Meets in Odd Fellows' Hall, 2d and 4th Sundays.
John P. McCawley Master
A. W. Banks, Box 479 Secretary
W. H. Brokenbaker Collector
O. E. Histed, L. Box 855 Receiver
O. E. Histed, L. Box 855 Magazine Agent

63. HERCULES; Danville, Ill.
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24 E. Main st.
John Myers, Box 772 Master
H. J. Bohn, 501 E. Main St. Secretary
John Wakely, Box 772 Collector
John Myers, Box 772 Receiver
T. A. Hudson Mag. Agent

64. SIOUX; Sioux City, Iowa.
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
A. J. Goodrich, 1601 Sixth st Master
Jas. G. Clevenger, 606 Market St. Secretary
Sidney Weir, 1201 Fifth St Collector
L. B. Cutting, St. James, Minn. Receiver
Warren Bennett Mag. Agent

65. FORT RIDGELY; Waseca, Minn.
Meets 1st and 3d Sundays at Engineer's Hall.
Jas. B. Newcomer Master
H. H. Richardson Secretary
J. A. Robinson Collector
W. D. Grimes Receiver
George Woskie Magazine Agent

66. CHALLENGE; Belleville, Ontario.
Meets in B. of L. F. Hall, 2d and 4th Sundays at 2:30 P. M.
Robert Milne, Belleville Station Master
Fred Link, Belleville Station Secretary
Wm. Logue, Box 9, Belleville Station Collector
Tim Daly, Jr., Box 99, Belleville Station, Receiver
R. Snell Magazine Agent

67. DOMINION; Toronto, Canada.
Meets in I. O. O. F. Hall 2d and 4th Sundays at 2:30 P. M.
C. W. O. Dalby, 125 Augusta Ave Master
Sidney Vaughan, 21 Clarence Square Secretary
Jas. Pratt, 78 Huron St Collector
Sidney Vaughan, 21 Clarence Square Receiver
J. Pratt, 18 Huron St Mag. Agent

68. EAU CLAIRE; Altoona, Wis.
Meets 2d and 4th Sundays at 2 P. M.
Martin E. Cuddy Master
Timothy Anglin Secretary
M. E. Cuddy Collector
Pat Keating Receiver
E. A. Hamilton, Box 22 Magazine Agent

69. ISLAND CITY; Brockville, Ontario.
Meets every Thursday evening at 7:30 P. M. in the Merril Block.
John M. Phillips, Box 558 Master
T. J. Beehler, Box 558 Secretary
T. Shields, Box 558 Collector
T. J. Beehler, Box 558 Receiver
Benjamin Dickerson Magazine Agent

70. LONE STAR; Longview, Texas.
Meets every Saturday at 2 P. M. in I. O. O. F. Hall.
J. C. Broderick, Box 411 Master
I. H. Stout, Box 411 Secretary
I. H. Stout, Box 411 Collector
Jas. Rutledge, Box 411 Receiver
C. W. Slayton Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.
Meets in B. of L. E. Hall 2d and 4th Sundays at 8 P. M.
Willard Robinson, L. Box 1183 Master
John B. Ingalls Secretary
R. W. Mills Collector
Elmer Kerr Receiver
George Bouck Magazine Agent

72. WELCOME; Camden, N. J.
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
Wm. Wiggins, 45 Cooper St Master
Geo. M. Kern, 552 So 4th st Secretary
Garret M. Western, 555 Bridge St Collector
Jas. L. Gibbs, Collinswood, N. J Receiver
Henry Harris, 446 Henry St. Magazine Agent

73. BAY STATE; Worcester, Mass.
Meets 2d and 4th Sundays at 302 Main St.
J. E. Johnson, 18 Castle St Master
Chas. A. Smith, 124 Central St Secretary
Geo. T. Craft, 45 Babbin St Collector
Chas. O. Sykes, 11 Gowdiding St Receiver
E. A. Bragg, 8 Kilby St Magazine Agent

74. KANSAS CITY; Kansas City, Mo.
Meets in Forrester's Hall alternate Mondays.
D. McDonnell, 2114 Bellevue Ave Master
R. H. Wilson, 541 Highland Ave. Secretary
Kansas City, Kan. Collector
R. Haslett, 2117 Madison avenue Receiver
W. B. Roberts, 1641 Madison Ave Magazine Agent
H. O. Draper, Station "A"

75. ENTERPRISE; Philadelphia, Pa.
Meets 1st and 3d Sundays at G. A. R. Hall, N. E. Cor. 39th and Market Sts.
S. H. McFarland, 4059 Filbert St Master
W. H. Guthrie, 676 N. 34th St Secretary
Frank Dupell, 3621 Aspen St Collector
W. H. Guthrie, 676 N. 34th St Receiver
Frank Dupell, 3621 Aspen St Magazine Agent

76. NEW ERA; Breckenridge, Minn.
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian Master
John C. Nolan, L. Box 235 Secretary
W. C. Hall, L. Box 239 Collector
C. S. Hurd Receiver
Fred Whitbread, Box 84 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.
Meets every Thursday at 7:30 P. M., at 1525 Larimer st.
Chas. D. Lane, 2646 Lawrence St Master
W. F. Brundage, 1216 Larimer St Secretary
D. L. Marrs, 445 Beecher ave, N. side Collector
W. F. Brundage, 1216 Larimer St Receiver
J. F. Nally, 2724 Arapahoe St. Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.
Meets 1st, 3d and 5th Saturdays at 7:30 P. M.
T. C. Martin, 417 N. Summit St Master
E. K. Park, 519 Ohio St Secretary
W. N. Mitchell, 321 Randolph St Collector
Henry Myers, 318 Engineers' St Receiver
C. L. Van Etten, 1216 E. 5th St. Mag. Agent

79. J. M. DODGE; Goodhouse, Ill.
Meets 1st and 3d Mondays and 2d and 4th Sundays, in Engineer's Hall.
John Hyndman Master
Chas. E. Stone Secretary
Chas. E. Stone Collector
Eugene Downey, L. Box 74 Receiver
J. A. Wells Magazine Agent

- 90. SELF HELP; Aurora, Ill.**
Meets over 26 and 28 Broadway, every 2d Sunday.
John S. Slick, 447 Main St. Master
W. B. Miller, 110 Main St. Secretary
W. B. Miller, 110 Main St. Collector
Frank G. Boomer, 261 South Ave. Receiver
Fred E. Diamond, Tremont House. Mag. Agent
- 91. FINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
Thomas Riley, Box 1692 Master
Geo. Watts, Box 1045 Secretary
Paul Braden, Box 1728 Collector
John Cullen, Box 1749 Receiver
S. W. Green Magazine Agent
- 92. NORTHWESTERN; Minneapolis, Minn.**
Meet 1st Saturday evening and 3d Sunday afternoon of each month.
Morgan E. Miller, 1214 Western Ave. Master
W. K. Richmond, 820 N. Girard Ave. Secretary
B. A. Bennett, 1116 Western Ave. Collector
W. E. Richmond, 820 N. Girard Ave. Receiver
Geo. E. Walker, 2130 Tenth Ave. So., Mar. Agent
- 93. TRINITY; Fort Worth, Texas.**
Meets in Firemen's Hall every Friday at 8 P. M.
I. M. Dean, L. Box 406 Master
Chas. T. Elliott, L. Box 406 Secretary
I. M. Dean, L. Box 406 Collector
James Jay, Box 406 Receiver
K. D. Hartzell, 613 E. 15th St. Magazine Agent
- 94. CALHOUN; Battle Creek, Mich.**
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
D. Coughlin, 56 East Hall St. Master
Wm. Powell, 88 Bennett St. Secretary
Thos. P. Costello, 35 E. Hall St. Collector
E. C. Wilder, 50 South Ave. Receiver
Chas. M. Byrd, 34 Irving St. Magazine Agent
- 95. FARGO; Fargo, Dakota.**
Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
Arthur Bassett, L. Box 1796 Master
Geo. L. Sutherland, Box 962 Secretary
W. W. Sturman, Box 825 Collector
Rich. Roggeveen, L. Box 1026 Receiver
J. T. Wantland, L. Box 1658 Magazine Agent
- 96. BLACK HILLS; Laramie City, Wyoming.**
Meets Friday evening at 7:30 in K. L. Hall.
John W. Costin Master
Wm. Knold Secretary
Henry C. Bernard Collector
Wm. Roth Receiver
Chas. Reynolds Mag. Agent
- 97. SUMMIT; Rawlins, Wyoming.**
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures Master
J. Doherty Secretary
G. C. Jordan Collector
P. Naughton Receiver
Wm. Ross Magazine Agent
- 98. MORNING STAR; Evanston, Wyoming.**
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
John O'Donnell Master
Wm. Murray Secretary
John O'Donnell Collector
John Yount Receiver
James Hoyt Magazine Agent
- 99. SILVER STATE; Carlin, Nevada.**
Meets Tuesday in Engr's hall, at 8 P. M.
C. H. Oliver Master
Jesse Swaney Secretary
Gen. English Collector
C. H. Oliver Receiver
Jesse Swaney Magazine Agent
- 100. SAN DIEGO; San Bernardino, Cal.**
Meets in Odd Fellows Hall 1st and 3d Sundays.
C. B. Lumden, Box 645 Master
R. F. Lange Secretary
S. W. Nibbet Collector
Thomas Fitzgerald Receiver
G. A. March, Box 645 Mag. Agent
- 91. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
Mat Rourke, 1856 Mission St. Master
Charles A. Crites, 208 Sixteenth St. Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
T. D. Manhire, 2788 Sixteenth St. Receiver
James Doyle, 537 Eighteenth St. Mag. Agent
- 92. FRONTIER CITY; Oswego, N. Y.**
Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
M. H. Murphy, N. Y. O. & W. Depot Master
Myrom H. Counsell, 16 E. 5th St. Secretary
Jas. Whalen, 290 W. 7th St. Collector
S. C. Forsyth, 166 W. Utica St. Receiver
S. C. Forsyth, 166 W. Utica St. Magazine Agent
- 93. GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 6th and Main sts.
Geo. Waden, 507 Main St. Master
E. J. Concannon, 1007 Park St. Secretary
John Morgan, 1218 Reid St. Collector
John H. Carter, 507 Main St. Receiver
A. J. Ebersoll, 1213 Bank St. Magazine Agent
- 94. CACTUS; Tucson, Arizona.**
Meets 1st and 3d Tuesdays at 7:30 P. M. at E. of I. F. Hall, Cor. Tool Ave. and Pennington St.
Wm. Patterson, Lock Box 218 Master
W. E. Butler, Box 218 Secretary
F. M. Blaney, L. Box 218 Collector
J. J. Lucey, L. Box 295 Receiver
J. C. Clancy, L. Box 218 Magazine Agent
- 95. CHICAGO; Chicago, Ill.**
Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month at 9:30 A. M.
C. B. Johnson, 228 W. Indiana St. Master
Geo. Pace, 269 W. Kinzie St. Secretary
J. F. Cantion, 142 Front St. Collector
E. W. Wallbaum, 224 Larrabee St. Receiver
Pat Grady, Lake Forest, Ill. Magazine Agent
- 96. ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays cor. Main and Fourteenth Sts.
Joseph Quinn, Box 239 Master
Frank Ray, Box 686 Secretary
Wm. King Collector
J. W. Chisholm, Box 686 Receiver
John Leibtag, Box 360 Magazine Agent
- 97. ORANGE GROVE; Los Angeles, Cal.**
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. J. Lawton, Box 72 Master
Geo. C. Morton, Box 72 Secretary
W. J. Grant, Box 72 Collector
Geo. C. Morton, Box 72 Receiver
F. B. Boyett, 11 Aurora st. Magazine Agent
- 98. PERSERVERANCE; Terrace, Utah.**
Meets every Tuesday, at Engineers' Hall.
R. M. Toy Master
A. S. Noble Secretary
E. P. Hastings Collector
D. F. Creswell Receiver
F. R. Kramer Magazine Agent
- 99. ROCHESTER; Rochester, N. Y.**
Meets every Friday evening, at No. 33 Market St.
E. E. Pruyn, 41 First Ave. Master
D. A. Thompson, 316 Frank St. Secretary
W. M. Chadwick, 171 N. Union St. Collector
James Clark, 171 N. Union St. Receiver
Jas. A. Clark, 171 N. Union St. Mag. Agent
- 100. ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
P. J. Burke Master
Wm. H. Hawkins Secretary
Woods L. Miller Collector
Wesley Alsap Receiver
Richard A. Potter Magazine Agent
- 101. ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Firemen's Hall, 223 Pine st.
J. F. Bryan, L. Box 319 Master
J. H. Murphy, L. Box 523 Secretary
J. W. Crouch, Box 283 Collector
J. F. Bryan, L. Box 319 Receiver
F. S. Templeton Magazine Agent

- 102. CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
F. S. Payne, 1221 Court Ave. Master
J. W. Combs, 1321 Buchanan St. Secretary
John Loveless, 1203 Fillmore St. Collector
J. W. Combs, 1321 Buchanan St. Receiver
H. L. Wilson, Robertson block, room 7 Magazine Agent
- 101. FALLS CITY; Louisville, Ky.**
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Clark H. Rae, 1242 Twelfth St. Master
J. J. Lawson, 1108 12th St. Secretary
James White, 2110 W. Madison St. Collector
J. J. Lawson, 1108 12th St. Receiver
Jas. H. Patrick, 939 Tenth St. Magazine Agent
- 101. "OLD KENTUCKY;" Ludlow, Ky.**
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
H. G. Christinger, Box 76 Master
M. J. Connelly Secretary
Chas. Heimberger Collector
J. E. Dorau, Box 76 Receiver
Chas. Heimberger Magazine Agent
- 101. PROGRESS; Galesburg, Ill.**
Meets 1st and 3d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
Wm. Heath, 351 E. Main St. Master
Wm. Heath, 351 E. Main St. Secretary
J. L. Nelson, 327 N. Seminary St. Collector
Fred W. Peterson, 16 W 3d St. Receiver
C. G. Nelson, 522 Seminary St. Mag. Agent
- 101. KEY CITY; Dubuque, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., over Master Mechanic's Office.
Jas. B. Smith, 1001 Lake St. Master
D. W. Mason, 438 High St. Secretary
J. E. Haynes, 235 High St. Collector
John P. Sandry, 162 High St. Receiver
J. Haines, 18 High St. Magazine Agent
- 107. ECLIPSE; Gallon, Ohio.**
Meets in Zimmerman's Hall every Thursday evening.
M. Dean Master
Ed. W. Armor, Box 701 Secretary
E. W. Armor, Box 701 Collector
J. A. Farnworth, Box 288 Receiver
Geo. Canaan, Box 393 Magazine Agent
- 106. PIONEER; Chama, New Mexico.**
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
Herman Berndt Master
Michael Hurley Secretary
F. L. Hindle Collector
J. C. McCabe, Box 8 Receiver
Edward Bradley Magazine Agent
- 106. PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays of each month in Summerville Hall, Cor. Ewing Ave. and Market St.
C. E. Amos, 2348 Mullamphy St. Master
W. M. White, 941 Chouteau Ave. Secretary
O. L. Dearing, 1803 Washington ave. Collector
J. L. Pate, 3034 Rutger St. Receiver
J. L. Pate, 3034 Rutger St. Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 Master
C. P. Collins Secretary
Zeno Kirk Collector
Chas. F. Pillard, L. Box 236 Receiver
C. P. Collins Magazine Agent
- 111. BEACON; Mattoon, Ill.**
Meets in K. of L. Hall Sunday at 2:30 P. M.
C. J. Singleton, Box 50 Master
T. F. Barrett, Box 427 Secretary
O. C. Henry Collector
C. J. Singleton, Box 50 Receiver
Ben Newkirk Magazine Agent
- 112. EVENING STAR; Mt. Vernon, Ill.**
Meets 1st and 3d Tuesdays in Heiserman's Hall, at 7:30 P. M.
S. R. Wild Master
John C. Branham Secretary
John C. Branham Collector
E. F. Lynch Receiver
Thos. F. Thickston Magazine Agent
- 113. CLARK-KIMBALL; Pocatello, Idaho.**
Meets in Masonic Hall every Monday at 7:30 P. M.
Ed. Anderson Master
Henry Lopas Secretary
Wm. Randolph Collector
James Hand Receiver
K. G. Leaf, Ogden, Utah Magazine Agent
- 114. MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M.
W. B. McGuire, Box 436 Master
James N. Boggs Secretary
Michael Welch Collector
John Dunne Receiver
 Magazine Agent
- 115. GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays in The Temple of Honor.
H. L. Briggs, Cor. 8th and Market Sts. Master
J. H. St. inhoff, Avenue I, between 37th and 38th Sts. Secretary
G. E. Labitt, So. 35th, bet. Church and Winnie Sts. Collector
H. S. Briggs, 8th and Market Sts. Receiver
A. J. Schmidt, 37th street, between H. and I. Magazine Agent
- 116. ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays in Engineers' Hall at 1:30 P. M.
Wm. A. Brown Master
Samuel Carson, Box 198 Secretary
J. N. Timens, Box 8 Collector
E. G. Hubbard, Box 127 Receiver
W. Renwick, Box 107 Magazine Agent
- 117. BEAVER; London, Ontario.**
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Robt. Hornsby, 154 Clarence St. Master
Edwin S. Chapman, 151 Clarence St. Secretary
S. T. Fletcher, 221 Maitland St. Collector
John W. Cox, 358 Simcoe St. Receiver
Robt. Lister, 411 Hill St. Magazine Agent
- 118. STAR OF THE EAST; Richmond, Quebec.**
Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
James Law Master
T. R. Jackson Secretary
G. A. Pearson Collector
John Kelley Receiver
Fred Driver Magazine Agent
- 119. COLONIAL; River du Loup, Quebec.**
Meets Wednesday and Thursday nights, alternately, in English School Room.
W. H. Rougeau, I. C. Ry. Station Master
Wm. Carmichael, I. C. Ry. Station Secretary
James Foby, I. C. Ry. Station Collector
Wm. Carmichael, I. C. Ry. Station Receiver
W. H. Rougeau, I. C. Ry. Station Maga. Agent
- 120. FORTUNE; Syracuse, N. Y.**
Meets every Tuesday evening in Pike Block, Cor. Fayette and Salina Sts.
E. F. McNulty, 2 Wall St. Master
Simon Mangan, 198 Shomard St. Secretary
L. G. Rousson, 20 Pioneer St. Collector
F. H. Livingston, 59 Jackson St. Receiver
W. H. Jacobson, 224 Gifford St. Mag. Agent
- 121. FELLOWSHIP; Corning, N. Y.**
Meet 1st and 3d Sundays of each month at 8 P. M. in Odd Fellows Hall.
F. E. Potter Master
Frank E. Hamner Secretary
George R. Quick Collector
William H. Smith Receiver
C. E. Beales Magazine Agent

- 122. H. B. STONE; Beardstown, Ill.**
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 Master
Henry Henson, Box 397 Secretary
N. Hiltner, L. Box 49 Collector
Albert Sanks Receiver
E. J. Summers, Box 694 Magazine Agent
- 123. OVERLAND; Omaha, Neb.**
Meets in K. of P. Hall, Corner 14th and Douglas Sta. every Wednesday at 8 P. M.
Albert Cole, 1618 Jackson St. Master
F. W. Perkins, 1806 Chicago St. Secretary
William Cummings, 1306 South 12th St. Collector
Albert Cole, 1618 Jackson St. Receiver
E. S. Emmons, 1007 So. 11th St. Mag. Agent
- 124. RILOT; Perry, Iowa.**
Meets 2d and 4th Sundays, in Odd Fellows' Hall, at 2:30 P. M.
H. A. Draper Master
T. F. Quinn, Box 585 Secretary
H. E. D-Graves Collector
M. D. Grady Receiver
M. D. Grady Magazine Agent
- 125. GUIDE; Marshalltown, Iowa.**
Meets 2d and 4th Sundays of each month in Room 15 South Center St., opposite new Court House.
J. M. Speers, 605 S. Third St. Master
H. C. Boggie, 604 E. Linn St. Secretary
T. H. Meredith, 112 S. J Ave. Collector
J. M. Larimer, 325 S. Third St. Receiver
J. H. Crallin, 612 E. Linn St. Magazine Agent
- 126. COMET; Austin, Minn.**
Meets 2d and 4th Sundays of each month in Hays' Hall.
W. A. Searies Master
O. C. Cornforth Secretary
August Olson Collector
O. C. Cornforth Receiver
August Olson Magazine Agent
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets 1st Tuesday and 3d Sunday, in Assinaboine Hall, 133 Ross St.
John Wellington, 229 Rose St. Master
W. H. Woods, 14 Patrick St. Secretary
W. H. Woods, 14 Patrick St. Collector
J. G. Jonah, 226 McWilliams St. Receiver
Geo. M. Vausickle, care P. R. shops, Mag. Agent
- 128. LANDMARK; Glendive, Montana.**
Meets 1st and 3d Tuesdays at 7 P. M.
Arthur Todd Master
Daniel Sinclair, Box 55 Secretary
James McKenzie, Box 55 Collector
Samuel E. Burns, Forsyth, Mont. Receiver
Douglas Westfall, Box 55 Magazine Agent
- 129. MINERAL KING; Escanaba, Mich.**
Meets in B. of L. E. Hall 2d and 4th Sundays.
R. E. Gorham, Box 423 Master
Thos. Faulkes, Box 136 Secretary
M. A. Harring, Box 525 Collector
J. S. Rogers, Box 422 Receiver
J. J. Kelly, Box 480 Magazine Agent
- 130. GUIDING STAR; Milwaukee, Wis.**
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAniff, 561 Washington street Master
Peter F. Fox, 335 Barclay St. Secretary
Jas. H. Brady, 321 Clinton St. Collector
Thomas Dwyer, 335 Jackson St. Receiver
Edward Summers, 99 Sixth St. Magazine Agent
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meets 1st and 3d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.
Geo. W. Hammond, Box 500 Master
R. B. Cochran, Box 121 Secretary
Wm. D. Goltz Collector
R. J. Luxan, Box 396 Receiver
R. J. Luxan, Box 396 Magazine Agent
- 132. HARVY HUGHITT; Eagle Grove, Iowa.**
Meets in Opera House 1st and 3d Sundays and 1st Wednesday at 2 P. M.
W. J. Coleman, Box 7 Master
M. F. Murphy, Box 100 Secretary
Fisher Wreswell Collector
John H. Howell Receiver
Lewis V. Roberts Magazine Agent
- 133. SPRAGUE; Sprague, Washington Ty.**
Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
M. E. Montgomery Master
W. G. Houghton, Box 10 Secretary
Thomas Parry Collector
Arthur Herider Receiver
J. C. Smith Magazine Agent
- 134. EASTMAN; Farnham, Quebec.**
Meets 1st and 3d Sundays and 2d and 4th Mondays.
E. W. Gibson Master
H. E. Cowan Secretary
M. I. Spaulding Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent
- 135. NEW YEAR; El Paso, Texas.**
Meets in Firemen's Hall 1st and 3d Tuesdays at 7 P. M.
E. A. Reegar, Box 184 Master
W. B. Slason, Box 184 Secretary
C. D. Smith, Box 184 Collector
W. B. Slason, Box 184 Receiver
F. Fitch, L. Box 184 Magazine Agent
- 136. J. SCOTT; Port Hope, Ontario.**
Meets alternate Sundays at 2 P. M.
George Pratt, Box 166 Master
Wm. Rodgers Secretary
Joseph Kelcher Collector
L. McIntosh, Lindsay P. O., Ontario Receiver
J. Jefferies Magazine Agent
- 137. PROTECTION, Eldon, Iowa.**
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
L. C. Allen Master
J. T. Hull, Box 196 Secretary
Geo. W. Trott Collector
A. Shunterman Receiver
F. James Magazine Agent
- 138. UNION; Freeport, Ill.**
Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
James A. Flack Master
Sam Shaunnassy, 16 Crocker St. Secretary
John Guhin, Box 1507 Collector
Sam Shaunnassy, 16 Crocker St. Receiver
Wm. A. Brubaker, 10 State St. Magazine Agent
- 139. MT. WHITNEY; Tulare, Cal.**
Meets in Schultz's Hall 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
Wm. Allen, Box 81 Master
George Landes, Box 31 Secretary
L. J. Whyers, Box 31 Collector
J. J. Norton, Box 31 Receiver
Wm. Manerhan Magazine Agent
- 140. MOUNT OURAY; Salida, Colo.**
Meets every Monday at 7:30 P. M., in Fraternity Hall.
A. K. Brown, Box 599 Master
L. W. Jones, Box 122 Secretary
J. W. Hardy, L. Box 399 Collector
S. D. Alger, Box 599 Receiver
W. E. Somerville, L. Box 599 Magazine Agent
- 141. A. G. PORTER; Fort Wayne, Ind.**
Meets in Grand Army Hall every Wednesday at 7:30 P. M.
A. J. Kohler, 34 Allen St. Master
H. Westerman, 20 W. Lewis St. Secretary
C. F. Sweeney, cor. Holton Ave. and Fisher St. Collector
W. R. Fredricks, 415 Lafayette St. Receiver
T. E. Short, 233 W. Main St. Magazine Agent
- 142. C. E. WHIPPLE; Toledo, Ohio.**
Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. at 245 St. Clair St.
John Rappallie, cor. Collinwood Ave and Vance St. Master
G. W. Nesper, 420 Broadway Secretary
L. H. Heeman, 130 Segure Ave Collector
G. W. Nesper, corner of Broadway and Knopp St. Receiver
B. I. Ross, Penn. engine house Mag. Agent

- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets in Odd Fellows' hall, cor. 11th and Frant
In sts., Oakland, Cal., 2d and 4th Wednesdays.
T. J. Roberts, 1218 Eleventh Ave. Master
J. W. Littlejohn, Berkeley Alameda, Co. Secretary
Ed Johnson, 916 Wood St. Collector
F. E. Hall, West Oakland P. O. Receiver
E. E. Cushing, 861 Myrtle street, Magazine Agent
Oakland, Cal.
- 144. SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st Saturday at 8 P. M. and 3d Sunday at
2 P. M. in Patterson's Hall, I. C. R. Depot.
John Morton Master
Wm. A. Thomson Secretary
Wm. Bastin Collector
John Devereaux Receiver
Wm. Smallwood Magazine Agent
- 145. DAVY CROCKETT; San Antonio, Texas.**
Meet every Wednesday at 2:30 P. M. in Jones'
Hall, 601 Austin St.
H. M. Brown, 818 Ave. D. Master
Robt. Nicholson, No. 5 Eighth St. Secretary
Robt. Nicholson, No. 5 Eighth St. Collector
H. M. Brown, 818 Ave. D. Receiver
J. D. Pereira, 1613 W. Commerce St., Magazine Agent
- 146. BAYOU CITY; Houston, Texas.**
Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th
Mondays at 2 P. M.
John F. Broughton, S. P. Ry. Master
Chas. D. Sedgwick, H. E. & W. T. Ry. Secretary
F. M. Bettie, 5 Murray St. Collector
Fred Keeler, S. P. R. Shops Receiver
D. M. Moody Magazine Agent
- 147. MIDLAND; Temple, Texas.**
Meet every Monday at 8:00 P. M.
R. Robinson, Box 105 Master
C. Sweeney, Box 105 Secretary
Thos. H. Boyd Collector
James Conney Receiver
W. R. Brown Magazine Agent
- 148. SUNNY SOUTH; Tyler, Texas.**
Meets every Friday at 7:30 P. M. in K. of P. Hall.
M. Hogan, Box 1349 Master
M. Hogan, Box 1349 Secretary
R. T. Suker, Box 1349 Collector
Thomas Fraser, Box 1349 Receiver
Frank J. Hayes, Box 1349 Magazine Agent
- 149. JUST IN TIME; New York, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M., at 110 East
125th street.
F. C. Donigan, 2422 Eighth Ave. Master
P. A. Donahue, 311 W. 55th St. Secretary
Sam. Loashy, 2507 Eighth Ave. Collector
P. Witzel, 400 E. 121st St. Receiver
P. Witzel, 400 E. 121st St. Magazine Agent
- 150. S. M. STEVENS; Marquette, Mich.**
Meets 2d and 4th Sundays at 2 P. M., in Mack's
Hall, cor. Washington and 3d sts.
L. L. Hood, Room 8, Gregory Block,
W. Washington St., Marquette, L. S.,
Mich. Master
Arthur Bishop, 146 Main St. Secretary
Fred Brown, Marquette, L. S., Mich. Collector
Chas. Zryd, Marquette, L. S., Mich. Receiver
Chas. Zryd, Marquette, L. S., Mich. Magazine Agent
- 151. MAPLE LEAF; Hamilton, Ontario.**
Meet 1st and 3d Sundays at 2:30 P. M.
James Oliver, N. & N. W. Ry. Master
Wm. Broughton, 14 Inghurst St. So. Secretary
James Painter, 12 Crook St. Collector
Wm. Broughton, 18 Inghurst St. So. Receiver
John McColl, 17 Crook's Street Magazine Agent
- 152. NORTH POLE; West Bay City, Mich.**
Meets in Odd Fellows' Hall 1st and 3d Sundays.
E. L. Jacoby, Box 605 Master
Fred C. McDonald, Box 662 Secretary
John A. Maltrex, Box 902 Collector
Thos. Pries, Box 763 Receiver
Fred C. McDonald, Box 662 Magazine Agent
- 153. H. C. LORD; Fort Scott, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2
P. M.
G. K. Bates, 123 N. Barbee St. Master
Alexander Barr, 1126 Oak St. Secretary
G. K. Bates, 123 N. Barbee St. Collector
John Haggart Receiver
W. F. Strode, 216 So. Barbee St. Magazine Agent
- 154. McKEEN; Ottawa, Kansas.**
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M.
W. L. Miller, Box 432 Master
A. L. Beardsley, 810 King St. Secretary
W. R. Knickerbocker Collector
Arthur Hill Receiver
W. D. Frisby, 637 Ann St., Wyandotte
Kan. Magazine Agent
- 155. TEXAS BELLE; Greenville, Texas.**
Meets every Friday at 7:30 P. M.
E. H. Sims, L. Box 164 Master
W. E. Scott Secretary
L. Ryan, L. Box 92 Collector
W. E. Scott Magazine Agent
- 156. NECHES; Palestine, Texas.**
Meets in Engineers' Hall every Saturday night.
M. P. Gibson, Box 256 Master
J. H. Coleman, Box 256 Secretary
L. T. Branham, Box 256 Collector
R. F. Wright, Box 256 Receiver
B. S. Bently, Box 256 Magazine Agent
- 157. ECHO; Peru, Ind.**
Meets in Echo Hall 1st and 3d Sundays at 2 P. M.
and 2d and 4th Tuesdays at 7 P. M.
B. E. Flaherty Master
H. P. Matthews Secretary
F. A. Mills Collector
H. P. Matthews Receiver
G. N. Smith Magazine Agent
- 158. STANDARD; Detroit, Mich.**
Meets 2d and 4th Sundays at 1:30 P. M., at No. 47
Monroe ave., up stairs.
Tim. Teaben, 447 Clinton St. Master
J. Nopper, 217 Crogan st. Secretary
E. Heldenrich, 124 Hastings St. Collector
J. Nopper, 217 Crogan St. Receiver
A. Edmiston, 258 Lafayette St. Magazine Agent
- 159. W. H. THOMAS; Nashville, Tenn.**
Meets every Saturday at 7:30 P. M., at Simmons'
Hall, cor. Summer and Union Sts.
J. B. Fry, 124 Stevenson St. Master
G. F. Butlinger, 1030 S. Cherry St. Secretary
T. J. Fitzgerald, N. & C. Round House Collector
F. G. Harrison, 65 Stevens Ave. Receiver
W. D. Bledsoe, 11 Joseph Ave. Magazine Agent
- 160. C. J. HEPBURN; Evansville, Ind.**
Meets in A. O. U. W. Hall, Third and Main Sts.,
2d and 4th Sundays at 2 P. M.
Morris Hoffman, 305 Olive St. Master
Edgar G. Hitch, 331 Canal St. Secretary
Robert T. Skinner, 519 Harriet st. Collector
John K. Taylor, 109 Lincoln Ave. Receiver
Jerry Burke, 606 S. 8th st., Terre Haute, Mag. Agent
- 161. HERALD; Burlington, Iowa.**
Meets at Knights of Pythias Hall every other
Sunday at 2 o'clock P. M.
L. E. Humpton, 916 Wells St. Master
Chas. E. Turner, 413 South Main St. Secretary
B. Coughlin, 413 Maple St. Collector
S. W. Bowser, Round House Receiver
E. Ernest, Cor. 3d and Locust St., Magazine Agent
- 162. PROSPECT; Elkhart, Ind.**
Meets in B. of L. F. Hall, 505 Main St., every
Wednesday at 7:30, and 1st Sunday at 2 P. M.
D. F. Wagner, 208 Fourth St. Master
Chas. E. Platt, 211 Third St. Secretary
D. F. Wagner, 208 Fourth St. Collector
A. H. Gordon, 258 Beardsley Ave. Receiver
F. Roderick, 1005 So. 2d St. Magazine Agent
- 163. ETNA; Pine Bluff, Ark.**
Meets every Friday at 7 P. M., at Masonic Hall.
Tim. Carder Master
DeWitt Hope, Box 56 Secretary
D. Hope, Box 56 Collector
D. B. Rathfon, Box 56 Receiver
J. Flaherty Magazine Agent

- 164. KEL RIVER; Butler, Ind.**
Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
S. E. Mosshammer Master
C. E. Blair Secretary
R. H. Murch Collector
J. J. Derck, Box 302 Receiver
W. H. Weber, Box 324 Magazine Agent
- 165. ROBERT ANDREWS; Andrews, Ind.**
Meets in Firemen's Hall every Monday at 7 P. M.
Albert E. Routh Master
G. W. Adams Secretary
Geo. B. Richardson Collector
W. H. Dailey Receiver
J. N. Wright Magazine Agent
- 166. WM. HUGO; Huntington, Ind.**
Meets in Engineer's Hall every Wednesday evening.
W. G. Cox Master
F. Zeppenfeld, Box 523 Secretary
C. W. Hammond Collector
C. C. Robertson, Box 844 Receiver
P. F. Murphy, Box 378 Magazine Agent
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meets in I. O. O. F. Hall 1st and 3d Mondays.
J. W. Reedy, Albina, Ore. Master
Wm. Birkett, Box 242 Secretary
G. A. Ferguson, L. Box 332 Collector
Jno. Belat Receiver
H. P. Smith, Magazine Agent
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. J. Brown, 311 Rose st. Master
Frank Krause, Portage, Wis. Secretary
Ernest J. Gerstenkorn, Box 342, Portage City, Mich. Collector
Thomas Cawley, 522 Mill st. Receiver
J. J. Brown, 311 Rose st. Magazine Agent
- 169. E. G. BROOKS; Hornellsville, N. Y.**
Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
C. E. Graham, 31 S. Division St. Master
W. N. Kelly, 20 Oak St. Secretary
H. S. Hynes, 45 Hill St. Collector
A. H. Spencer, 18 Elm St. Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent
- 170. PRAIRIE; Huron, Dakota.**
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
T. Walter Bandy Master
Geo. E. Coon, Box 900 Secretary
L. L. Nelbling, Box 784 Collector
Jos. C. Graff, Box 168 Receiver
W. A. Brown Magazine Agent
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
F. M. White, Box 806 Master
D. W. Duncan, Box 167 Secretary
T. W. Hennessey, Box 167 Collector
F. M. White, Box 606 Receiver
Thos. Hennessey Magazine Agent
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays.
T. W. Turner, 544 Wellington St. Master
J. G. Armstrong, Richmond Lodge Secretary
Garr Stewart, 544 Wellington St. Collector
John Cross, C. P. R. shops Receiver
Alex. McCuaig, 56 Ottawa St. Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday at 7:30 P. M. in B. of L. F. hall.
H. Heide Master
T. J. Carter Secretary
John C. Bull, Williams, Ariz. Collector
C. F. Evans, Coolidge, N. Mex. Receiver
K. W. Davis Magazine Agent
- 174. HARRISBURG; Harrisburg, Pa.**
Meets Cor. Third and Cumberland Sts., over Merchants' Bank, 2d and 4th Sundays at 1 P. M.
Wm. H. Morne, 1504 N. 6th St. Master
Harvey O. Motter, 433 Kelker St. Secretary
J. J. Roberts, 508 Riley St. Collector
Ed. Gramm, 1820 Marmora ave. Receiver
Wm. H. Morne, 1504 Penn. ave. Magazine Agent
- 175. TAYLOR; Newark, Ohio.**
Meets in Donovan's Hall every Wednesday at 7 P. M.
A. A. Hickerson, 53 N. First st. Master
John Adkins, Box C Secretary
W. R. Stone, Box C Collector
John Adkins, Box C Receiver
W. R. Stone, Box C Magazine Agent
- 176. MAIN LINE; Clifton, Ill.**
Meets 1st and 3d Sundays of each month
A. G. Turlay, Box 61 Master
C. H. Porter, Box 41 Secretary
C. H. Porter, Box 41 Collector
W. F. Gorman, Box 296 Receiver
C. H. Porter, Box 41 Magazine Agent
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
H. L. Morton, Box 214 Master
G. M. Lovett Secretary
O. J. Leach, Box 184 Collector
Jas. Fluk Receiver
O. J. Leach, Box 184 Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets in Emporium Hall Tuesdays, at 8 P. M.
Leonard W. Kessler, 223 N. 3d St. W. Master
Wm. J. Horne, 160 S. Third St. W. Secretary
Geo. M. Edwards, D. & R. S. shops Receiver
F. A. Featherston, D. & R. S. shops Collector
Arthur W. Roberts, D. & R. S. shops, Mag. Agent
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays.
W. Spohr, Box 6 Master
J. K. Robinson, 730 N. Tenth St. Secretary
Geo. Hinkle, Box 490 Collector
J. K. Robinson, 730 N. 10th st. Receiver
I. M. Freese, 13st., bet. V and W St. Mag. Agent
- 180. THREE STATES; Cairo, Ill.**
Meets cor. 12th st. and Washington Ave., 2d and 4th Sundays.
J. C. O'Connell, 308 Twenty-First St. Master
G. B. Vincent Secretary
M. J. Kiley, 714 Cedar St. Collector
A. J. Jaeckel Receiver
J. C. O'Connell Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
Thomas Farley Master
Alex. Hobson Secretary
Thomas H. Cosford Collector
James Nicholson Receiver
Alex. Dunbar Magazine Agent
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
John Ford, 461 W. 18th St. Master
A. H. Gifford, 350 W. 17th St. Secretary
W. E. Ross, 63 W. Thirteenth St. Collector
Chas. Fitzmorris, 63 W. 13th St. Receiver
Chas. Fitzmorris, 63 W. 13th St. Mag. Agent
- 183. LAKE SHORE; Colliawood, Ohio.**
Meets in Engineer's Hall alternate Thursday evenings.
J. M. Gaines, Box 152 Master
S. A. Hohman, Box 32 Secretary
W. T. Wade Collector
H. I. Miller, Box 154 Receiver
D. A. Carver, Box 301 Magazine Agent
- 184. LIMA; Lima, Ohio.**
Meets every Sundays at 1:30 P. M. in Irish Block.
E. L. Melhorn Master
W. J. Dunn, 178 S. Jackson St. Secretary
Joe Bowsher, Box 777 Collector
J. E. Meyers, 123 W. Kirby St. Receiver
S. H. Hartling Magazine Agent
- 185. FIDELITY; Delphos, Ohio.**
Meets in Beyer's Hall every Sunday at 2 P. M.
A. E. Roebuck, Box 311 Master
J. F. Hallsey, Box 311 Secretary
B. Cramer Collector
A. J. Hogarth, Box 311 Receiver
J. B. Grove, Box 143, Delphos, O. Magazine Agent

186. CHAMBERLIN; Chicago, Ill.

Meets in Walther's hall, 3834 State St., 1st and 3d
Sundays of each month.
G. M. Blackburn, 356 W. Forty-third St. Master
Henry Herlinger, 432 Root St. Secretary
J. E. Callaghan, 2538 Butterfield St. Collector
Wm. Stack, 2823 Shields ave. Receiver
F. J. Northup, 1522 Wabash Ave. Mag. Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Firemen's Hall 1st and 3d Sundays.
Harry Douglass Master
Samuel Prater Secretary
Harry Douglass Collector
J. F. McDougal Receiver
Morgan Callahan Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets 2d and 4th Sundays at 2:30 P. M. at 788 W.
Lake St.
E. P. Tobias, 27 N. Oakley street Master
Wm. O. Cleveland, 100 Washtenaw ave., Secretary
Geo. P. Smith, 42 Artesian ave. Collector
H. Price, 1019 A. Fulton st. Receiver
L. L. Gay, 1069 Fulton st. Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets 2d and 4th Sundays. 3 P. M.
H. L. Nichols, L. Box 39 Master
D. E. Hogan Secretary
George Harten, Green Bay, Wis. Collector
Martin Sheehy, Green Bay, Wis. Receiver
J. F. O'Conner, Box 449 Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall 1st and 3d Sundays at
2 P. M.
William M. Smith, Box 677 Master
Charles Woodman Secretary
Edward Smith, Sanborn, Iowa Collector
Emmet Wentworth, Sanborn, Iowa Receiver
Edward Smith, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets every Wednesday at 7:30 P. M., at Thomp-
son's Hall.
W. T. Field, L. Box 54 Master
Wm. F. Koontz, L. Box 54 Secretary
H. K. Mayhew, L. Box 54 Collector
E. J. Healy, Billings, Montana Receiver
J. Martin, L. Box 54 Magazine Agent

192. MT. TACOMA; New Tacoma, Washington Ter.
Meets 2d and 4th Sundays of each month.
C. W. Tullis, Portland, Oregon Master
F. M. Sisson Secretary
J. M. Hughes Collector
J. S. Moss Receiver
F. H. Andrews, 1733 E. St. Magazine Agent

193. J. B. MAYNARD; Albina, Oregon.

Meet in Hill's Hall, 2d and 4th Sundays.
J. R. Clark, E. Portland, Oregon Master
H. W. Hall, Box 287, East Portland,
Oregon Secretary
D. J. Byrne, Box 287 East Portland,
Oregon Collector
H. W. Hall, Box 287, East Portland,
Oregon Receiver
J. R. Clark, E. Portland, Ore Magazine Agent

194. BONANZA; Missoula, Montana.

Meets every Monday night in I. O. O. F. Hall
C. H. March, Box 45 Master
E. L. Hollister, L. Box 24 Secretary
Milton Cheney Collector
H. W. Smith Receiver
Samuel Gardner Magazine Agent

195. BE-ECHO; Montpelier, Idaho.

Meets in K. of L. Hall Fridays, at 7:30 P. M.
S. L. Wyong Master
J. E. Toner Secretary
Ed. Purcell Collector
James Duffy Receiver
James Duffy Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets at 514 Harrison Ave., every Tuesday.
Wm. Braden, 204 W. 5th St. Master
S. W. Burdick, Box 330 Secretary
W. S. Amberson, Box 330 Collector
H. A. Huddleston, Box 330 Receiver
George Moore, Box 330 Magazine Agent

197. RIVERSIDE; Savannah, Ill.

Meets 1st and 3d Sunday of each month.
Clarence Latham, Box 446 Master
Ira Hurless, Box 79 Secretary
Hiram Hicks, Box 79 Collector
W. K. Lord, Box 147 Receiver
Ira Hurless Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
V. C. Fitzsimmons Master
E. E. Bishop, Box 765 Secretary
John Templer Collector
E. E. Bishop, Box 765 Receiver
Geo. J. Brown, Box 99 Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets every other Sunday evening in Union
Veteran Hall, Federal Street.
D. Heinselman Master
J. B. Mawby Secretary
J. B. Mawby Collector
W. G. Raney Receiver
J. B. Reese, 1235 Emma St. Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.

Meets every Monday evening at 7:30 in B. of L.
E. Hall.
M. R. Curry, Box 210 Master
P. McHale, N. O. & N. E. Shops Secretary
Jerry Finn Collector
Jas. Raspberry Receiver
Richard Brothers Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets 1st and 3d Wednesday nights of each
month in K. of P. Hall
D. W. Shea Master
J. L. Jones Secretary
Tim Coughlin Collector
J. L. Jones Receiver
J. D. Bledsoe Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall 1st Sundays at 2:30 P. M.,
and 3d Mondays at 7 P. M.
Sinnert Barker, Box 68 Master
C. W. Sanders, Box 1231 Secretary
Albert Maunsell, Box 1231 Collector
Frank Willis, Box 1231 Receiver
C. W. Sanders Box 1231 Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets every Friday at 7:30 P. M.
Thomas Cunningham, Box 70 Master
W. K. George Secretary
M. W. Smith Collector
Frank Whitman, Box 26 Receiver
F. Wheterman, Box 26 Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets at Stacy Hall, every Monday at 7 P. M.
Chas. F. King Master
L. D. Roberts, L. Box 165 Secretary
Ambrose Donigan Collector
L. D. Roberts, L. Box 165 Receiver
W. B. Williamson Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets 2d and 4th Sundays at 2 P. M., in A. O. U.
W. Hall.
George Atherton, 228 Kline St. Master
Chas. A. Marsh, 718 Hancock St. Secretary
Chas. Riddle, 127 Adams st. Collector
J. R. Musselman, 620 Branner St. Receiver
John Symington, 207 Hancock St. Mag. Agent

206. FORT PICKERING; Memphis, Tenn.

Meets first Monday and third Saturday of each
month at Miller's Hall, corner Fifth and Jack-
son streets.
E. J. Hatch, 809 Main St. Master
Dan S. Ramsey, 828 Union St. Secretary
Wilkie Bickerstaff, care M. & T. R. R.
Shops Collector
John D. Franklin, care K. C. M. & B. R.
R. Receiver
Walter E. Owens, 787 Main St. Mag. Agent

- 207. LOYAL; Headville, Pa.**
Meets in Arcanum Hall 1st and 3d Thursdays,
and 2d and 4th Wednesdays.
Thos. S. Taylor, 767 Stewart St. Master
Chas. W. Higgins, Box 470 Secretary
Thos. Newberry Collector
Thos. Taylor, 767 Stewart St. Receiver
W. C. Curtis Magazine Agent
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in C. M. B. A. Hall; alternate Tuesday
and Saturday evenings.
John Hill Master
J. J. Lannan, Box 131 Secretary
Martin Griffin Collector
Daniel Creagan Receiver
C. A. Allen Magazine Agent
- 209. SARATOGA; Whitehall, N. Y.**
Meets alternate Sundays in Arcade Building.
W. R. Combs Master
D. H. LaCrosse, Box 366 Secretary
H. W. Collins, Box 274 Collector
Thos. Dorcal Receiver
W. C. Holloway Magazine Agent
- 210. 18-K; Schenectady, N. Y.**
Meets eve y other Thursday in McCamus' Hall.
J. E. VanVranken, Box 497 Master
Charles R. Weeks, Box 497 Secretary
Homer Eynar, Box 648 Collector
Timothy Smith, Box 497 Receiver
John W. Vrooman Box 497 Magazine Agent
- 211. ONYOKO; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.
S. F. Milhelm, 436 Center St. Master
W. H. McCormick, 425 Delaware St. Secretary
James R. Morris, 711 Wilkes Barre St. Collector
A. J. Mickle, 725 Berwick St. Receiver
E. A. Seek, 823 Berwick St. Magazine Agent
- 212. EMPIRE; Watertown, N. Y.**
Meets in Good Templars Hall 2d and 4th Sun-
days.
T. H. Lynch, 101 Factory St. Master
H. A. French, 4 Cedar St. Secretary
H. A. French, 4 Cedar St. Collector
T. H. Lynch, 101 Factory St. Receiver
C. B. Walker, 71 Arsenal St. Magazine Agent
- 213. WEST SHORE; Frankfort, N. Y.**
Meet every Tuesday evening in Joslin Block.
M. J. Melroy Master
James Zollner Secretary
Wm. Weller Collector
B. Flansburg Receiver
D. P. Gillen, Canajoharie, N. Y. Mag. Agent
- 214. ORIOLE; Baltimore, Md.**
Meets in Lehman's Hall, 861 Garden St., 2d and
4th Sundays.
Bert E. Wilhelm, 1608 Latrobe St. Master
John Garrick, 1901 Oak St. Secretary
R. L. Carnan, 348 S. Lanvall street. Collector
J. N. Jones, 1190 Barclay St. Receiver
F. Gibbons, 13-16 Wirt St. Magazine Agent
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in Vaughn's Hall 2 and 4th Sundays at
12:40 P. M.
W. R. Taber, 222 Fourth St. Master
J. W. Reed, 92 Second St. Secretary
C. P. Lowell, 355 Broadway, Greenbush,
N. Y. Collector
F. P. Brookaby, 80 Washington St., Green-
bush, N. Y. Receiver
C. P. Lowell, 355 Broadway, Greenbush,
N. Y. Magazine Agent
- 216. W. A. POSTER; Fitchburg, Mass.**
Meets 2d and 4th Sunday in each month in
Grand Army Hall, at 11:30 A. M.
Geo. W. Alden, 94 Mt. Vernon St. Master
O. A. Pope, F. R. R. Engine House,
Fitchburg, Mass. Secretary
W. H. Cowe Collector
Geo. W. Alden, 94 Mt. Vernon st. Receiver
O. A. Pope, F. R. R. engine house. Mag Agent
- 217. HEADLIGHT; Brazil, Ind.**
Meets in K. of P. Hall on 2d and 4th Sunday af-
ternoons.
W. K. Larr, Box 242 Master
E. P. Collins Secretary
G. L. Cook Collector
W. S. Cook Receiver
Wm. H. Johnson, Brazil, Ind. Magazine Agent
- 219. SMOKY CITY; Allegheny, Pa.**
Meet every Friday at 7:30 P. M. Cor. Bidwell and
Pennsylvania Ave.
E. D. Cawley, 225, Washington Ave Master
C. Peterson, 176 Fulton St. Secretary
Ed. F. McCarty, 2 Refuge St. Collector
John T. Sweeney, 189 Adams st. Receiver
R. Beeson, 271 Franklin St. Magazine Agent
- 220. PROVIDENT; Sunbury, Pa.**
Meets 1st and 3d Sundays, in Cooper Hall.
Bailey Kennedy Master
C. A. Richards Secretary
A. C. Mitchell Collector
Chas. C. Bowen, 1123 Wallace street,
Harrisburg, Pa. Receiver
Harvey Buck Magazine Agent
- 221. HURON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at
8 P. M.
John McMillan, Jr., Box 73 Master
E. J. Everett, Box A. Secretary
F. J. Burgess Collector
W. K. Forbes Receiver
Chas. Farmer Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets at G. A. R., Child's block, 1st and 3d Sun-
days at 2 P. M.
C. W. Gardner, Box 738 Master
O. G. Anderson, Box 49 Secretary
Charles Taff Collector
O. G. Anderson Receiver
Alex. Graves Magazine Agent
- 223. ASHLAND; Lexington, Ky.**
Meets 1st and 3d Thursdays in I. O. O. F. Hall.
Thos. J. Kane, 299 E. Main St. Master
Frank Brandt, 227 E. Main St. Secretary
S. W. Mallick, 199 E. Main St. Collector
John Cavins, 47 Drake St. Receiver
C. W. Harris, 47 Drake St. Magazine Agent
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets 2d and 4th Sundays at 3 P. M. at Odd Fel-
low Hall.
Abe Vogel, L. Box 944 Master
Hubert Gans Secretary
John Mouran Collector
Abe Vogel, L. Box 499 Receiver
Jas. A. Dickinson Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
Meets every Monday night in Smith's Hall.
Burton Wheatley Master
W. H. Wadland Secretary
Con Goulding Collector
Will Blannerhasset Receiver
T. L. Drummond Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays at 8 P. M.
L. C. Overhiser Master
W. M. Nicol, L. Box 230 Secretary
J. Barry Collector
W. M. Nicol, L. Box 230 Receiver
J. H. Dunkin Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets at Stevens' Hall, North Chenango St., 1st
and 3d Sundays at 2 P. M.
W. A. Wrigley, 23 Doubleday St. Master
G. B. Warner, 80 Lewis St. Secretary
W. A. Wrigley, 23 Doubleday St. Collector
Theodore Haskins, 30 Virgil St. Receiver
G. B. Warner, 80 Lewis St. Magazine Agent
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M., in the First
National Bank, No. 332 Lackawana ave.
S. M. Travis, 716 Adams ave. Master
Jas. G. Burnett, 216 Lackawana Ave. Secretary
E. M. Tewksbury, 231 Fairview Ave,
Hyde Park Collector
Judson Bayly, 514 E. Market St. Receiver
A. R. Woodward, 226 N. 9th St. Mag. Agent

229. RICKARD; Utica, N. Y.

Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.

E. D. Russell, 124 Bleecker st. Master
F. E. Beach, 262 Bleecker st. Secretary
J. J. Quirk, 158 Catharine st. Collector
A. E. Pease, 76 Main st. Receiver
Jas. G. Agans, 181 Catherine St. Mag. Agent

230. ALBANY CITY; Albany, N. Y.

Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.

Geo. W. Gilkerson, Livingston Ave. above Ontario St. Master
Geo. M. Jeffers, 38 Ontario St. Secretary
Geo. W. Gilkerson, Livingston Ave. above Ontario St. Collector
Geo. M. Jeffers, 38 Ontario St. Receiver
Geo. Heckman, 113 Western Ave. Mag. Agent

231. DELAWARE; Wilmington, Delaware.

Meet 1st and 3d Sundays 2:30 P. M. at G. A. R. Hall, Market St.

E. M. Sargent 618 west 4th St. Master
Geo. H. Larimore, 1008 Pine St. Secretary
George Clarey, 1011 Lombard St. Collector
Geo. H. Larimore, 1008 Pine St. Receiver
E. J. Gordon, 621 Lombard St. Mag. Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets 2d and 4th Sundays of each month, at 1 P. M., in K. of H. Hall.

D. H. Smith, Box 1431 Master
W. H. Tidaback, Box 1431 Secretary
W. J. Herilby Collector
S. Gildersleeve, Box 1431 Receiver
H. B. Weeden, Drawer 104, Norwich, N. Y. Mag. Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets 1st Saturday evening and 3d Sunday afternoon in Victoria Hall.

Frank Probert Master
Kenneth Campbell, Box 286 Secretary
Wm. C. Hunter, Box 286 Collector
E. H. Coggan, Box 81 Receiver
J. Stewart, Jr. Mag. Agent

234. NORTH BAY; North Bay, Ontario.

Meets 1st and 3d Sundays, in E. of L. F. hall, W. R. Boucher Master

W. J. Thurlow, 119 Main St. Secretary
W. H. Allendale Collector
H. G. Reid Receiver
John Beattie Mag. Agent

235. THREE BROTHERS; Pittsburgh, Pa.

Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.

J. W. Murphy, 3491 Denny St. Master
P. S. Williams, 2903 Penn Ave. Secretary
W. J. Adams, Arch St. above 28th Collector
J. W. Walker, East Conemaugh, Pa. Receiver
R. O. Ferrin, 2903 Penn st. Mag. Agent

236. HINTON; Hinton, West Virginia.

Meets 1st and 3d Wednesdays at 1:30 P. M. and 2d and 4th Saturdays at 7:30 P. M.

W. A. Callahan Master
O. E. Madison Secretary
J. P. Steele Collector
J. R. Nutty Receiver
J. Grother, Box 118 Mag. Agent

237. CENTRAL PARK; Central Park, Ill.

Meets 1st and 3d Sundays, in Tilton's Hall.

Ben Dean, Box 101 Master
M. J. Kennedy, 549 W. Ohio St., Chicago, Secretary
M. J. Kennedy, 549 W. Ohio St., Chicago, Collector
Thaddeus Chew Receiver
Horace Brink Mag. Agent

238. PLAIN CITY; Paducah, Ky.

Meets every Wednesday at 7:30 P. M.

H. C. Kehman, 1134 Jefferson St. Master
Wm. Layman Secretary
A. E. Mercer Collector
H. C. Kehman, 1134 Jefferson St. Receiver
Henry Kortz Mag. Agent

239. BUCKEYE; Delaware, Ohio.

Meets 2d and 4th Sundays, in Reid & Powell's Hall.

F. L. Volk, Box 782 Master
J. J. Quinlan, Box 405 Secretary
J. J. Jennings Collector
Jas. B. Healy Receiver
James Quinlan, Box 405 Mag. Agent

240. GILBERT; Jackson, Mich.

Meets every Monday at 7:30 P. M.

Jas. F. Eaton, 312 Blackstone St. Master
J. H. Bentley, 116 Cortland St. Secretary
M. A. Henry, 327 Quarry St. Collector
D. Green, 211 Orange St. Receiver
George Holden, 205 Beech st. Mag. Agent

241. MOUNTAIN CITY; Hazleton, Pa.

Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel, Laurel St.

John Glean, Box 300 Master
P. C. Hagerty, Box 300 Secretary
John McCall, Box 300 Collector
Andrew Krapf, Box 300 Receiver
John J. Pickering, Box 300 Mag. Agent

242. WHEATON; Elmira, N. Y.

Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.

Wm. M. Bacon, 363 Fulton St. Master
Chas. Barker, 870 McGee St. Secretary
T. D. Jones, 213 W. Third street Collector
J. H. Bartholomew, 108 Ferris St. Receiver
Daniel Keefe, 300 W. Fifth St. Mag. Agent

243. J. H. SELBY; Texarkana, Texas.

Meets every Sunday at 2 P. M.

W. F. Rowe, Texarkana, Ark. Master
S. A. Oliver, Texarkana, Ark. Secretary
J. M. Painter, Texarkana, Ark. Collector
E. H. Christman Glass Box 362, Texarkana, Ark. Receiver
E. H. Christman Glass, Box 362, Texarkana, Ark. Mag. Agent

244. T. P. O'BOURKE; Chicago, Ill.

Meets 1st Thursday at 8 P. M. and 2d Sunday at 2:30 P. M., Cor. 14th and Jefferson St.

C. Naylor, 97 Stewart Ave. Master
Jas. J. Deegan, 298 E. 22d St. Secretary
Wm. Baxter, 637 W. 13 Place Collector
N. E. Nare, 19 O'Brien St. Receiver
P. C. Winn, 330 W. 12th St. Mag. Agent

245. GEORGIA; Savannah, Ga.

Meets every Thursday at 7:30 P. M. and 3d Sunday at 2:30 P. M.

Joseph F. Dooner, 117½ Barnard St. Master
Adam Hutton, 117½ Barnard St. Secretary
Adam Hutton, 117 Barnard St. Collector
Fleming Goolshy, 212½ Harris St. Receiver
John J. Gordon, 101½ Montgomery St. Mag. Agent

246. MACON; Macon, Ga.

Meets at M. & W. depot every Sunday.

W. M. Walker, 1925 Fourth St. Master
N. S. Outler, cor. Pine and 6th Sts. Secretary
James Boatwright, 454 Oak St. Collector
Jas. M. Pool Receiver
E. B. Abell Mag. Agent

247. KENNESAW; Atlanta, Ga.

Meets every Sunday at 2 P. M., at 49½ Broad St.

Fred Carlisle, 310 Rawson St. Master
Geo. A. Fechter, 316 Rawson St. Secretary
S. N. Pitchford, 54 Smith St. Collector
John M. Baird, 194 Powers St. Receiver
H. F. Waters, 316 Rawson St. Mag. Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets 1st and 3d Sundays at 1:30 P. M., in G. A. R. Hall.

C. A. Mahan, Box 767 Master
J. S. Brown, Box 704 Secretary
Wm. Rose Collector
H. L. Adams, Box 537 Receiver
Chas. Weisell, Box 530 Mag. Agent

- 249. CALUMET; South Chicago, Ill.**
Meets 2d and 4th Sundays at 7:30 P. M., in Engineer's Hall, South Chicago.
Samuel T. Hooper, Judd, Cook Co., Ill. Master
Hugo Logan, Judd, Cook County, Ill. Secretary
John Arft Collector
O. O. Onaley, So. Chicago Receiver
Magazine Agent
- 250. GOLDEN LINK; Wilkesbarre, Pa.**
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
E. A. Reiley, Ashley, Pa. Master
W. C. Daugherty, 71 Kidder St. Secretary
C. H. Laman, Kingston, Pa. Collector
C. Vanwhy, Ashley, Pa. Receiver
Elmer E. Butz, Ashley, Pa. Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets at Stahl's Hall 1st and 3d Sundays.
Theo. Lindenmuth East Mauch Chunk Master
John McAllister, Box 275 Secretary
L. H. Yetter, Box 275 Collector
C. Roberts, Box 275 Receiver
L. H. Yetter, Box 275 Magazine Agent
- 252. COLUMBIA; Columbia, Pa.**
Meets in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
Harry M. Hinkle Master
Frank Stocker Secretary
Geo. W. Ewing Collector
Martin M. Hinkle Receiver
H. A. Bennett, Box 531 Magazine Agent
- 253. TRENTON; Trenton, N. J.**
Meets in Bayard Post No. 8, G. A. R. room at 24 E. State St. 1st and 3d Sundays of each month.
John Hatfield, 47 Hart ave. Master
Robert Stackhouse, 697 Broad St. Secretary
Thos. H. Decator, 45 Hart Ave. Collector
Frank P. Parsons, 18 Sandford St. Receiver
Wm. C. Massey, 157 Passaic St. Magazine Agent
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays, at 7:30 P. M. in Masonic Hall.
W. H. Roberts Master
C. T. Crippen, Box 171 Secretary
P. J. Farrell Collector
J. P. Hoff Receiver
H. F. Reinoehl, Box 524 Magazine Agent
- 255. KIGHTBOR; McCook, Neb.**
Meets in Masonic Hall 1st and 3d Wednesdays, and 2d and 4th Saturdays.
Ernest McConnell, Box 154 Master
I. W. Jackson, Box 85 Secretary
J. W. Jackson, Box 95 Collector
G. A. Tolander, Box 521 Receiver
Frank McAdams, Box 216 Magazine Agent
- 256. HIGH LINE; Como, Colo.**
Meets every Thursday 8 P. M. in McFarlin Hall.
B. Bowerman Master
G. W. McAleer, Box 47 Secretary
M. S. Mathes Collector
G. W. McAleer, Box 47 Receiver
Wm. Boynton Magazine Agent
- 257. KIT CARSON; Baton, New Mexico.**
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
John W. Cullen Master
Alfred R. Cullen Secretary
B. F. Pine Collector
James McPherson Receiver
Charles Miller Magazine Agent
- 258. KENO; Nickerson, Kansas.**
Meets in Odd Fellows Hall every Thursday evening at 7:30.
A. E. Leighty Master
J. S. Wood, L. Box 18 Secretary
Joe Banton Collector
A. S. Rifenour Receiver
E. A. Devaux Magazine Agent
- 259. CALIFORNIA; Sacramento, Cal.**
Meets 1st and 3d Thursdays at 7 P. M. in Red Men's Hall, Masonic building, 6th and K Sts.
E. Kunz, 1311 Ninth St. Master
D. Cummings, Box 107 Secretary
J. A. Baker, 1007 I St. Collector
J. D. Cummings, Box 107 Receiver
Louis E. Graham, C.P.'s house, Magazine Agent
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets 1st Sunday, 3d Tuesday in Masonic hall.
Morgan Feathers, Box 110 Master
Israel Cook, Box 87 Secretary
Wm. Hanway Collector
Frank Ewing Receiver
George S. Lewis, Box 108 Magazine Agent
- 262. QUEEN CITY, West Toronto Junct., Ont.**
Meets 1st and 3d Mondays, and 2d and 4th Tuesdays at Carlton Hall.
W. B. Ritchey, Box 61 Master
John Donaldson Secretary
William Hyndman, Box 61 Collector
John Price Receiver
Thos. Cotterell Magazine Agent
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at Alamo Hall.
Thomas Thrallkill, Box 55 Master
S. M. Bridgewater, Lox Box 10 Secretary
B. C. Nelson, Box 10 Collector
A. E. Aikman, Box 10 Receiver
A. Brownson Magazine Agent
- 264. J. K. GILBREATH; Butte City, Montana.**
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
Joseph Byrne, Box 4, South Butte Master
Peter Grant, South Butte Secretary
Geo. Tyndall, Box 832 Collector
C. H. DeCamp, Box 5, South Butte Receiver
Mac. Haskins, South Butte, Mon Mag. Agent
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meets 1st and 3d Sundays at 2:30 P. M. in I. O. O. F. Hall.
H. Norris, 59 River avenue Master
G. P. Downey, 13 Wenham avenue Secretary
Walter Pollett Collector
J. Kiteelman, 68 California St. Receiver
E. Decker, 13 Wenham Ave. Magazine Agent
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meets 2d and 3d Fridays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
J. E. Moquin Master
J. A. Barkley Secretary
L. Kittell Collector
Frank Welsher Receiver
T. S. Kelley Magazine Agent
- 267. ENDEAVOR; Algiers, La.**
Meets at Castle Hall every Thursday at 7:30 P. M.
M. H. Brown, 78 Webster Ave. Master
J. E. Goff, 126 Elmira St. Secretary
A. H. Flynn, 87 Pacific avenue Collector
A. B. Walters, 110 Pacific Ave. Receiver
A. H. Flynn, 87 Pacific Ave. Magazine Agent
- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn. Master
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn. Secretary
Jas. Harrington, 310 Long St. Collector
Tim O'Leary, care 301 Cor. McCreary and Hines St., Nashville, Tenn. Receiver
- 269. O. K.; Cincinnati, Ohio.**
Meets 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Luddon, 24 Pearson St. Master
R. E. McKeazie, 151 Baymiller St. Secretary
W. C. Conn Collector
Geo. Kriehner, 67 15th St., Covington, Ky. Receiver
Ed. Cullen, 27 Budd St. Magazine Agent
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson, 2216 Cedar Ave. Master
D. Lucas, 407 Fifth St. S. Secretary
A. M. Getchell, 27 Second St. S. Collector
Chas. Kroft, 2116 Twenty-Ninth St. S. Receiver
Ambrose Powell, 3029 28th Ave. So., Mag. Agent
- 271. BYRAM; Stanhope, N. J.**
Meets in Drake's Hall, 2d and 4th Sundays at 4 P. M.
R. A. Trezise, Box 30, Port Morris Master
Wm. Weller, Box 25, Port Morris Secretary
W. H. Blanchard, Port Morris Collector
Wm. Weller, Box 25, Port Morris Receiver
M. T. Dickerman, Box 31, Port Morris, N. J. Magazine Agent

272. WILSON; Junction, N. J.

Meets 1st and 3d Sundays. In Well's Hall.
 Jno. S. Eveland, Jr. Master
 J. E. Dineen Secretary
 Jacob S. Rodenbough Collector
 J. W. Gary Receiver
 John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets every Monday night in P. O. S. of A. Hall,
 corner 15th and Holladay Sts.
 R. M. Huntington, 562 Santa Fe St. Master
 H. J. Sweeney, 1043 Seventh St. Secretary
 C. H. Curtis, 458 Clark St. Collector
 W. E. Bratton, 1245 Plimont St. Receiver
 J. E. Nichols, 2221 Lawrence St. Magazine Agt

274. JACKSON; Clifton Forge, Va.

Meets 2d and 4th Saturdays at 7:30 P. M. in Odd
 Fellows Hall.
 J. H. Wright Master
 C. H. Butcher Secretary
 R. B. Donovan Collector
 J. H. White, 811 Stewart St., Staunton Receiver
 R. R. Johnson Magazine Agent

275. LEE; Richmond, Va.

Meets in Thorn's Hall Cor. 17th and Main sts., 1st
 and 3d Sundays at 1:30 P. M.
 Wm. J. Burke, N. N. & M. V. Round House, Master
 W. A. Demaine, N. N. & M. V. Round
 House Secretary
 W. R. Sanders, 4 N. 18th St. Collector
 Wm. J. Burke, NN & MV Round House Receiver
 W. R. Sanders, No. 4 N. 18th St. Mag. Agent

277. ALABAMA; Mobile, Ala.

Meets every Monday at 2 P. M.
 O. E. Adams, L. & N. Shops Master
 R. H. McCarty, L. & N. Shops Secretary
 R. H. McCarty, L. & N. Shops Collector
 Frank I. Carney, L. & N. Shops Receiver
 W. A. Crawford, L. & N. Shops Magazine Agent

278. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M. and 2d and
 4th Fridays at 7 P. M.
 H. J. Stanton, L. Box 482 Master
 J. O. Brown, L. Box 482 Secretary
 B. G. Larkin, L. Box 482 Collector
 J. O. Brown, L. Box 482 Receiver
 E. Wright, 1107 So. Washington St. Mag. Agent

279. NETEOR; McComb City, Miss.

Meets every other Sunday at 3 P. M. in Odd Fel-
 lows' Hall.
 E. M. Coe, Box 87 Master
 A. W. Jennings, Box 87 Secretary
 A. W. Jennings, Box 87 Collector
 Ike H. Martin, Box 87 Receiver
 E. M. Coe, Box 87 Magazine Agent

280. OZARK; Thayer, Mo.

Meets Sundays at 9 A. M. in Sachs' Hall.
 W. H. Lohnes, Box 237 Master
 Jacob Myers, Box 185 Secretary
 George Hopewell Collector
 W. M. Jackson Receiver
 Henry I. Ogles Magazine Agent

281. TUNNEL HILL; New Albany, Ind.

Meets in Hedden's Hall 1st and 3d Sundays at
 2 P. M.
 Thos. D. Fisher Master
 H. H. Hopkins Secretary
 W. H. Saries Collector
 Wm. H. Stephens, N. 7th St. Receiver
 John S. Keane, 118 Main St. Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in Lotta Hall on 1st and 3d Sundays at
 2:30 P. M.
 Wm. F. Gibson Master
 Calvin Minnifear Secretary
 Homer W. Baldwin Collector
 Kelley Holclaw Receiver
 J. T. Worsham Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Kettler's Hall 2d Sunday and 4th Wed-
 nesday.
 Joseph T. Warsham Master
 E. Edenger Secretary
 John R. Sumner Collector
 H. P. Trowbridge, Hallstead, Pa. Receiver
 S. H. Wells, Great Bend, Pa. Mag. Agent

284. ELM CITY; New Haven, Conn.

Meets at Elk's Hall, 852 Chapel St. 1st Saturday
 and 3d Sunday afternoon.
 E. A. Ferrell, 150 Rosette St. Master
 Eugene S. Alling, 181 Spring St. Secretary
 W. H. Dellert, 43 Carlisle St. Collector
 Wm. A. Pyle, 46 Arthur St. Receiver
 Chas. A. Baldwin, 243 Greenwich Ave.
 Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets 2d and 4th Sundays of each month, Cor
 Pratt and Main Sts., in Bliss Hall.
 H. L. Stearns, 4 Wooster St. Master
 E. E. Bill, 27 Vine St. Secretary
 B. A. Thayer, 112 Hopkins St. Collector
 H. L. Stearns, 4 Wooster St. Receiver
 J. H. Osmond, 88 Fairmont St. Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in B. L. E. Hall 2d and 4th Sundays at
 2 P. M.
 Wilfred Borland, 412 N. 4th St. Master
 Adolphus Fixel, 1214 Miller St. Secretary
 Robert Steiner, 675 N. 4th St. Collector
 Wesley Beck, 124 Sears St. Receiver
 A. Fixel, 1214 Miller St. Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets every Sunday at 2 P. M., in Ott's Hall,
 Twelfth St.
 T. D. Trout, 2d ave. and 7th St. Master
 J. C. Brode, 1004 Nineteenth St. Secretary
 W. G. Miller, 1903 Union Ave. Collector
 F. A. Davis, 1903 Union Ave. Receiver
 P. F. Allen, 1213 Sixteenth avenue Mag. Agent

288. EMMET; Estherville, Iowa.

Meets 1st Sunday and third Monday at 7:30 P. M.
 in Masonic Hall.
 Geo. Godden, Box 78 Master
 P. J. Sullivan, Box 48 Secretary
 A. L. Houltshouser, Box 5 Collector
 W. S. Davis, L. Box 80 Receiver
 D. L. Post Magazine Agent

289. GRAND ISLAND; Grand Island, Neb.

Meets 2d and 4th Sundays at 2:30 P. M., in Odd
 Fellows' Hall, cor. 3d and Pine Sts.
 John W. Allwine Master
 Geo. Morgan, Box 575 Secretary
 Wm. H. Anvan Collector
 Wm. Edwards Receiver
 Wm. Edwards Magazine Agent

290. MARION Hannibal, Mo.

Meets in Emmet Hall, 2d & 4th Sundays at 7 P. M.
 W. E. Miles, 1101 Church st. Master
 L. R. Bickel, 510 Bluff st. So. Secretary
 J. W. Rowland, 408 N. 8d St. Collector
 W. F. Ritter, 217 S. 4th St. Receiver
 L. R. Bickel, 510 Bluff St. Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets 2d Saturday evenings and 4th Sunday morn-
 ings at Pythian Hall.
 George Smith, Sheffield ave near Atlan-
 tic ave Master
 John Logne Collector
 Thos. H. Smith, 707 Madison St. Receiver
 Ed. Locke, Sackman St., bet. E. New
 York River and Liberty Ave., Station
 E., Brooklyn, N. Y. Mag. Agent

292. POCAHONTAS; Holden, Mo.

Meets in Odd Fellows' Hall, 2d and 4th Saturday.
 J. C. Bell Master
 G. R. Johnson Secretary
 W. A. Bedell Collector
 W. M. Bedell Receiver
 G. R. Johnson Magazine Agent

293. LAFAYETTE; Philadelphia, Pa.

Meets 2d and 4th Sundays of each month at 1:30
 P. M. Hall, cor. Frankfort Road and Sargent St.
 J. J. Leahy, 2827 Fremont St. Master
 W. J. Sharkey, 2808 Somerset St. Secretary
 J. J. Haughey, 2710 Hewson St. Collector
 D. J. Kilty, 2840 Edgemont St. Receiver
 G. W. Nevill, 1541 Palmer St. Magazine Agent

- 304. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple, Box 262 Master
G. W. Lynch, Box 262 Secretary
O. G. Temple, Box 262 Collector
G. F. Parsons Receiver
E. A. T. Watkins, Box 262 Mag. Agent
- 305. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
J. V. Cunningham, 1314 Carry Ave. Master
A. R. Kough, 1235 Harrison St. Secretary
A. R. Kough, 1235 Harrison St. Collector
A. M. Kough, 1235 Harrison St. Receiver
F. W. Duncan, 506 Brady St. Magazine Agent
C. F. McSteen, care John McSteen, Magazine Agent
- 306. IRON RANGE; Duluth, Minn.**
Thomas Kelly, Two Harbors, Minn. Master
Walter H. Bell, Box 269, Two Harbors, Minn. Secretary
P. J. McGuire, Two Harbors, Minn. Collector
J. G. Defont, 1532 w Sup. st. Receiver
Alfred Dahl, 1918 Mich St. Duluth, Minn. Mag. Agent
- 307. CLARK; Jeffersonville, Ind.**
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 392 Master
C. E. Buehler Secretary
P. J. Gavin Collector
A. B. Chambers Receiver
P. A. Coleman Magazine Agent
- 308. GLENCOCK; St. Louis, Mo.**
Meets at 2817 Chouteau Ave., 1st and 3d Mondays at 1:30 P. M.
Geo. T. Andrews, 2029 Eugene Street Master
J. W. Reynolds, 2122 Gratiot St. Secretary
Charles A. Durnell, 512 Montrose ave. Collector
W. J. Murphy, 314 Montrose ave. Receiver
H. L. Dedrick, 822 Argyle Ave. Mag. Agent
- 309. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
James Butler, Alliance Master
W. H. Zink, L. Box 80 Secretary
G. R. Rock, Box 85 Collector
C. H. Ridge, Box 87 Receiver
W. S. Brown Magazine Agent
- 310. HARBOR CITY; Michigan City, Ind.**
Meets in I. O. O. F. Hall 1st, 3d and 5th Mondays at 2 P. M.
A. S. Hewitt, Box 834 Master
W. H. Roe L. Box 644 Secretary
W. H. Henry, Box 49 Collector
Jas. Whitby, L. Box 704 Receiver
Lew Willson, 7th street Magazine Agent
- 311. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday at P. M. in Engineer's hall.
Samuel J. Norris Master
Frank W. Thompson Secretary pro tem
Frank W. Thompson Collector
Wm. M. Weeks Receiver
W. C. Baldwin Magazine Agent
- 312. YOUGHIOHENEY; Connellsville, Pa.**
Meets alternate Sundays in Reisinger Hall, Main street, Connellsville, Pa.
J. P. Smith, Box 261 Master
A. C. Plante Box 173 Secretary
R. A. McPhee, Box 387 Collector
A. C. Plante, Box 173 Receiver
E. W. Ellison Magazine Agent
- 313. VILLIA PARK; Streator, Ill.**
Meets 1st and 3d Sundays.
J. J. Corcoran, 151 Monroe St. Master
J. B. Irwin, 1 Everett St. Secretary
J. V. Ament Collector
Moses Cantlin Receiver
Chas. Burtch, 155 E. Wilson St. Magazine Agent
- 314. THREE BRANCH Argenta, Ark.**
Meets every Saturday evening at 7:30 P. M., in Moses Hall, Argenta, Ark.
Jas. S. Sharp Master
Chas. E. Humphrey Secretary
R. B. Hunt, Box 157 Collector
R. G. Curtis Receiver
E. A. G. Sell, Box 115 Magazine Agent
- 305. UNWIN; Rat Portage, Ontario.**
Meets in Garfield Hall, 1st and 3d Wednesdays.
Chas. H. Wesley, 815 N. 3d St., Pottsville, Pa. Master
Wm. Burrage, Box 40 Secretary
Wm. Munt Collector
Chas. Unwin Receiver
- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 3 P. M. in Temple Hall, Sanborn block.
J. C. Muzzey, 17 Green St. Master
F. H. Favor, 11 Fremont St. Secretary
Z. H. Durkee, Box 248, White River Junction, Vt. Collector
James Burbeck, 14 Prince St. Receiver
C. S. Woods, West Lebanon, N. H. Mag. Agent
- 307. HAMDEN; Springfield, Mass.**
Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
Chas. A. Chapin, B. & A. Engine House Master
Geo. W. Pettigill, B. & A. engine house, Secretary
John Fenton, 108 Congress St. Collector
M. D. Newton, Merrick, Mass. Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent
- 308. BELLE HAVEN; Alexandria, Va.**
Meets 2d and 4th Sundays.
J. W. Hook, 124 Duke St. Master
N. B. Grant Secretary
H. J. Mortimer Collector
W. M. Mansfield 1018, Duke st. Receiver
H. J. Mortimer Magazine Agent
- 309. BARTHOLDI; Long Island City, N. Y.**
Meets 2d Mondays and 4th Saturdays in Schwalenberg Hall.
Wm. J. Simon, Box 73, Shuetzen Park, L. I., N. Y. Master
Jno. W. Brown, 147 Dupont St., Green Point, L. I., N. Y. Secretary
Edward Murphy, Sag Harbor, L. I. Collector
Frank Sembler Receiver
W. A. Barnum, College Point, L. I. Mag. Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
Meets 1st, 3d and 4th Wednesdays at 7:30 P. M., and 3d Sunday at 2 P. M.
G. B. Meyers, Box 108 Master
H. E. Hootman Secretary
H. C. Martin Collector
Joshua Rhodes Receiver
J. T. Cole Magazine Agent
- 311. BELLE PLAIN; Belle Plaine, Ia.**
Meets in V. A. L. Hall 1st and 3d Sundays.
Arthur Kennedy Master
J. C. Hanby, Box 228 Secretary
J. W. Miller, Box 341 Collector
C. A. Lowe, Box 379 Receiver
E. L. Condon, Box 128 Magazine Agent
- 312. BLUE VALLEY; Wymore, Neb.**
Meets in Masonic Hall 1st and 3d Sundays.
W. F. Hackett, Box 138 Master
B. A. Downen Secretary
L. W. Small Collector
E. E. Fulton, Box 85 Receiver
B. A. Downen Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets alternate Mondays at 7:30 P. M.
John Donovan, Box 32, Armstrong, Kan. Master
Thos. McHale, 308 Colorado avenue, Armstrong, Kan. Secretary
M. S. Laughlin, Box 54 Collector
Emmett Lewis, 534 Highland avenue, Armstrong, Kan. Receiver
Edgar C. Haddock, 120 N. 5th St., Kansas City, Mo. Magazine Agent
- 314. MINERVA; New Castle, Pa.**
Meets every 2d Sundays in K. of P. Hall.
E. W. Shatto, Mahoningtown, Pa. Master
George Lutton Secretary
Jerry Pyle Collector
Robert Russell, 125 Chestnut St. Receiver
George McCrea, Mahoningtown, Magazine Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at Odd Fellows Hall, 101 Hudson avenue.
Oliver J. Ogden, 58 James at Master
Wm. J. Murray, 68 High St. Secretary
Jas. A. Dardis, 85 James St. Collector
H. R. Peach, 44 George St. Receiver
H. A. Norton, 155 George St. Magazine Agent

316. OMEGA; Buffalo, N. Y.

Meets every Saturday evening at Siebert's Hall, corner Jefferson and Bristol Sts.
 J. R. Huntley, 79 Van Benschoter St. Master
 Wm. H. Walsh, 1803 Broadway Secretary
 T. C. Burke, 833 Seneca St. Collector
 Robt. O. Williams, 89 Watson St. Receiver
 Robt. O. Williams, 89 Watson St., Magazine Agent

317. MOUNT PENN; Reading, Pa.

Meets 1st and 3d Sundays, at 9:30 A. M. in Bland's Hall, 9th and Penn Sts.
 George Leeds Master
 Wm. Gordon, 836 Green St. Secretary
 Wm. J. A. Kendall, 833 Green St. Collector
 L. Brownback, 226 N. 9th St. Receiver
 M. W. Pottelger, West Leesport, Pa. Mag. Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.

Meets 1st and 3d Monday evenings at 7:30, in Speck's Block, cor. 2d and Hazlewood avenue.
 J. F. Willis, Glenwood, 23d Ward Master
 W. C. Alexander, Glenwood, 23d Ward Secretary
 J. A. Woodcock, Glenwood, 23d Ward Collector
 W. J. McNamany, Glenwood, 23d Ward Receiver
 Wm. Carter, 23d Ward, Lytle St. Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.

Meets every Tuesday at 6:30 P. M., standard time.
 John Roach Master
 John C. Linduff Secretary
 John Roach Collector
 Harry R. Brown, Jr. Receiver
 Harry R. Brown, Jr. Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

J. A. Scanlon, 475 Whitehall St., St. Paul Master
 J. H. Salley, 617 Minnehaha St., St. Paul, Secretary
 A. H. Hunter, 751 Edgerton St., St. Paul, Collector
 R. A. Hetherington, 534 Grove St., St. Paul, Minn. Receiver
 T. C. Hetherington, 582 E. Seventh St., St. Paul. Magazine Agent

321. SNOW DRIFT; Chapeau, Ont.

Meets in B. of L. F. Hall, First and Third Mondays at 7:30 P. M.
 A. Rathwell, C. P. R. R. Master
 W. J. Devlin, C. P. R. R. Secretary
 Mark Bowles Collector
 J. McAdams, C. P. R. R. Receiver
 Herbert D. Gay Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.

Meets 2d and 4th Sundays of each month, at S. E. cor. 10th and Spring Garden Sts.
 L. D. Woodington, 1839 N. Ninth St. Master
 James Haas, 2135 Darien St. Secretary
 James Haas, 2135 Darien St. Collector
 Joseph Harrison, 668 Jay St. Receiver
 John Kiple, 908 Green St. Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.
 Wm. H. Fry. Master
 Wm. Heckman, Box 367 Secretary
 Andrew Frank Collector
 Wm. J. Dintinger, Box 347 Receiver
 Jos. Mucklow Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.

Meets 2d and 4th Sundays of each month at 1:30 P. M., in News Item Hall.
 J. W. Fisher, Box 222 Master
 Jeremiah Haley Secretary
 Jeremiah Haley Collector
 Geo. Mensch Rupert, Columbia Co., Pa. Receiver
 W. Bowman, Milton, Pa. Magazine Agent

325. SCHUYLKILL VALLEY; Pottsville, Pa.

Meets 2d and 4th Sunday evenings of each month.
 Chas. H. Wesley, 603 N. 3d St. Master
 T. F. Brennan, 393 Hotel St., Palo Alto, Pottsville, Pa. Secretary
 Hugh F. Gillespie, 154 E. Bacon St., Palo Alto, Pottsville, Pa. Collector
 John McCarty, 242 E. Bacon St., Palo Alto, Pottsville, Pa. Receiver
 Nicholas Knebles, 45 E. Savoy St., Palo Alto, Pottsville Magazine Agent

326. FOLWELL; Bradford, Pa.

Meets 1st & 3d Sundays at 7:30 P. M. in G. A. R. Hall.
 Geo. P. Clough, 6 Allison St. Master
 J. H. Fenner, 69 High St. Secretary
 W. J. Palmer, 57 Jefferson St. Collector
 Geo. P. Clough, 6 Allison St. Receiver
 P. T. Lane, 13 Boyceston St. Magazine Agent

327. SILVER MOUNTAIN, Needles, Cal.

Meets every Saturday in K. of L. Hall.
 W. B. Cordingly Master
 J. M. Griffith Secretary
 Chas. Diffenbaugh Collector
 Wm. Field Receiver
 John M. Griffith Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.

Meets 1st & 3d alternate Sundays at 2 P. M.
 C. P. Curtis Master
 H. F. Zinn Secretary
 J. E. Kline Collector
 W. P. Ferguson, L. Box 916 Receiver
 V. M. Mullis Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.

Meets 1st and 3d Sundays at 1:30 P. M. in Masonic Hall.
 H. E. Wade Master
 E. Kemy, Box 169 Secretary
 John Mihelisher, Box 102 Collector
 C. Tunnichiff, Box 110 Receiver
 R. J. Dunlap Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets 2d and 4th Thursday evenings at Melville Hall.
 Jos. O'Loughlin, Armourdale, Kan. Master
 R. L. Stewart, 14-5 W. 9th St. Secretary
 J. J. Barr, Station A Collector
 I. T. Ward, Box 4, Station A, Kansas City, Mo. Receiver
 J. J. Barr, Station A Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in Foresters' Hall, Cor. 81st St. and Vincennes Ave., Auburn, Ill.
 Wm. Muldoon, Auburn Junction, Cook Co., Ill. Master
 J. D. Flood, Box 34, S. Englewood Secretary
 J. McCarty, Auburn Junction, Ill. Collector
 J. D. Flood, Box 34, S. Englewood Receiver
 W. Smith, S. Englewood, Ill. Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets every alternate Sunday in hall corner of Broad and Jackson Sts.
 B. W. Furber, Ga. R. R. Shops Master
 P. J. Buckley, Cen. R. R. shops Secretary
 W. W. Blasingale, Ga. R. R. Shops Collector
 John B. Nunn, 934 Fenwick St. Receiver
 Jas. S. Downing, Ga. R. R. shops Mag. Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in Hancock Hall, Cor. 40th St. and Lancaster Ave. 2d and 4th Tuesday evenings.
 B. F. M. Keffer, 3921 Aspen St. Master
 G. V. Plant, 3911 Wallace St., W. Phila., Secretary
 C. H. Maul, 830 N. 40th St. Collector
 Harry C. Ewing, 830 N. 40th St. Receiver
 H. C. Ewing, 830 N. 40th St. Magazine Agent

334. ELLSWORTH; Philadelphia, Pa.

Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth st.
 Louis Genay, 1007 Ward St. Master
 Wm. Akin, 1618 Mole St. Secretary
 H. A. Krauss, 1706 Afton St. Collector
 F. H. Hartzell, 1506 Lukens St. Receiver
 Harry Vocum, 921 S. 18th St. Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets alternate Sundays at 111 Moreau St., Tremblay Block.
 Alfred Pring, 20 Roch Lane, Montreal Master
 Peter Dionne, 69 Iberville St. Montreal, Secretary
 Peter Dionne, 69 Iberville St. Montreal Collector
 J. G. Brazcan, 111 Moreau St. Receiver
 J. Langstreth, 107 Marlborough St. Mag. Agent

336. FALL RIVER; Neodesha, Kansas.

Meets 2d and 4th Saturdays, in I. O. O. F. Hall.
 L. N. Baker, Box 178 Master
 I. H. Berry, Box 178 Secretary
 J. A. McPaul Collector
 Chas. Koehler Receiver
 Mose Weekly Magazine Agent

- 267. BIG FOUR; Kansas City, Mo.**
Meets alternate Tuesdays at 7:30 P. M., at Sumnerwell's Hall, 21st and Drapp Sts.
Clinton T. Allis, 1842 Bellevue Ave. Master
L. F. Stephens, 1001 W. Seventeenth St., Secretary
Chas. E. Thompson, 1226 Reservoir St., Collector
N. F. Clough, 1812 Holly St. Receiver
J. A. Brown, 1827 Holly St. Mag. Agent
- 268. WEST BRANCH; Reno, Pa.**
Meets alternate Sundays in Spangler's Hall, Cor. 6th St. and Huron Ave., at 1:30 P. M.
W. C. Robinson Master
F. A. McGuire Secretary
R. C. McFarland Collector
G. B. McManigal Receiver
James Campbell Magazine Agent
- 269. WHITE BREAST; Charlton, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
M. L. Bixler Master
A. M. Williby, L. Box 781 Secretary
G. C. Koebel Collector
T. H. Sanford Receiver
Albert Brown Magazine Agent
- 340. STAR OF THE WEST; Newton, Kan.**
Meets in Odd Fellows' Hall alternate Thursdays, at 7:30 P. M.
G. W. Wilcox, 128 W. Second St. Master
Chas. S. Druce, L. Box 169 Secretary
J. E. Drennan, L. Box 169 Collector
John G. Wright, L. Box 169 Receiver
W. S. Dix, 434 W. 6th St. Magazine Agent
- 341. GOLD RANGE; Donald, B. C.**
Meets in Firemen's Hall every Wednesday.
Arthur Randall Master
Geo. B. Govett, Box 49 Secretary
Geo. B. Govett, Box 49 Collector
Thomas Clouston Receiver
John Simons, Revelstock, B. C. Magazine Agent
- 342. CASCADE; Medicine Hat, North West. Terr.**
Meets in Masonic Hall, 2d and 4th Sundays.
Wm. Lowe Master
James Hawthorne, Box 66 Secretary
Chas. E. Parker, Box 66 Collector
Leonard Dobbin, Receiver
Leonard Dobbin, Box 66 Magazine Agent
- 343. WHITKETTE; Charlotte, N. C.**
Meets in I. O. O. F. Hall 1st, 3d and 4th Sundays at 11 A. M.
Ernest Garraux, Box 21 Master
Wm. A. Kizziah, Box 21 Secretary
Chas. L. Cauble, Box 21 Collector
R. G. Smith, Box 21 Receiver
Thomas J. Pettus Magazine Agent
- 344. BRADSHAW; Columbia, S. C.**
Meets in K. of P. Hall every Sunday at 10:30 A. M.
D. C. Dickert, Box 68 Master
R. D. Morton, Box 68 Secretary
R. D. Morton, Box 68 Collector
G. P. Lawrence, Box 68 Receiver
Oscar Land, Box 68 Magazine Agent
- 345. FRONT END; Paris, Texas.**
Meets in K. P. Hall, Sundays at 2:00 P. M.
J. N. Belen Master
Joseph Gerard Secretary
Sylvester Hinds Collector
James Lyons Receiver
J. N. Ballow Magazine Agent
- 346. FLOWERY LAND; Pensacola, Fla.**
Meets in Odd Fellows' Hall 1st and 3d Mondays.
W. A. Shackelford, Box 86 Master
F. T. Martin, 300 East Wright St. Secretary
A. A. Hatch, Box 86 Collector
J. I. Sizer, Box 86 Receiver
C. C. Dean, L. & N. shops Magazine Agent
- 347. OLD FORT; Dodge City, Kansas.**
Meets in I. O. O. F. Hall, 1st, 2d and 4th Thursdays at 2 P. M.
R. S. Williams, L. Box 503 Master
John Huser, L. Box 535 Secretary
W. C. Fadle, Box 206 Collector
Wm. Pinkerton, L. Box 535 Receiver
C. H. Voris Mag. Agent
- 348. BLUE MOUNTAIN; LaGrande, Oregon.**
Meets in I. O. O. F. Hall 1st and 3d Wednesdays at 7 P. M.
E. A. Stephens, Huntington, Oregon Master
F. E. Herr, L. Box 37 Secretary
T. H. Boynton, L. Box 13 Collector
F. G. Schilke, L. Box 37 Receiver
F. E. Herr, L. Box 37 Magazine Agent
- 349. HUDSON RIVER; Union Hill, N. J.**
Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
Henry Grimm, Weehawken P. O., Union Hill Master
L. T. Burns, New Durham, N. J. Secretary
Milton Smith Collector
J. E. Boyle, Weehawken P. O., Union Hill, N. J. Receiver
W. D. Weaver Magazine Agent
- 350. JAMES DONNELLY; Perth Amboy, N. J.**
Meets in K. of P. Hall 2d and 4th Sundays.
W. J. Ditzler Master
Geo. F. Disbrow, South Amboy, N. J., Secretary
Constant Coley Collector
T. R. Mertz Receiver
Levi M. Landis Magazine Agent
- 351. HOME; White Haven, Pa.**
Meets in Runkey's Hall at 2 P. M., 2d and 4th Sundays.
Chas. Breutzman Master
Wilson Dotter Secretary
Chas. Packer Collector
Wm. Hartley Receiver
Jas. N. Detertin Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**
Meets in Engineer's Hall 1st and 3d Sundays at 1:45 P. M., and 4th Monday at 7:30 P. M.
Chas. E. Preston, Box 148 Master
Edward H. Culver Secretary
John McAllister Collector
C. P. Kelley, Box 836 Receiver
Thomas Coleman Magazine Agent
- 353. MARBLE CITY; Rutland, Vt.**
Meets 1st and 3d Sundays in E. A. U. Hall.
C. S. Wardwell, 7 Grant Ave. Master
W. O. Phipps, Cor. Strong's Ave. and Main street Secretary
J. E. Pratt, 24 Plain St. Collector
J. C. Cannon, 68 River St. Receiver
C. E. Munson, 3 Grainger St. Magazine Agent
- 354. HOBOKEN; Hoboken, N. J.**
Meets in Burnett's Hall 2d Sundays and 4th Saturdays.
John Curran, 222 Erie St., Jersey City, N. J., Master
J. S. Kennan, 139 Second St. Secretary
Elmer F. Huff, Hackettstown, N. J., Collector
Emmons C. Williams, Morristown, N. J., Receiver
John Gademian, 7 Nelson Ave., Jersey City N. J. Magazine Agent
- 355. STONE CITY; Joliet, Ill.**
Meets in Switchman's Hall 1st Tuesdays at 7:30 P. M., and 3d Sundays at 2:30 P. M.
W. W. Brooker, 134 S. Hickory St. Master
Chris. Nolan, 123 Grover St. Secretary
M. O'Grady, 701 Scott St. Collector
T. F. Hannan, 411 S. Desplanes St. Receiver
Chas. O. Bond, care Joliet Mfg Co. Mag. Agent
- 356. CHAUNCEY M. DEFEW; Albany, New York.**
Meets 1st and 3d Tuesdays.
Elmer G. Allen, 26 Westerlow St. Master
Robt. J. Lilly, 57 First St. Secretary
P. S. Dornady, 24 Trinity Place Collector
S. E. Sweet, 406 Broadway, E. Albany Receiver
O. Degroff, 160 Clinton Ave. Magazine Agent
- 357. JUSTICE; Vanceboro, Maine.**
Meets in A. O. U. W. Hall at Vanceboro and Main Streets, 2d and 4th Saturdays.
Wm. A. Smith, Carleton, St. Johns, N. B., Master
J. E. Shea Secretary
C. J. Tabor, Woodstock, N. B. Collector
D. C. West, Brewer, Maine Receiver
Fred. W. Henderson, Farren St., Portland, St. Johns, N. B. Magazine Agent

- 358. COOKE; West St. Paul, Minn.**
Meets in Martin's hall, Cor. Fairfield and Dakota Ave., West St. Paul, 2d and 4th Sundays, at 2:00 P. M.
Fred J. Swanson, Dubuque, Iowa . . . Master
E. W. Freeman . . . Secretary
Harry Penneman, 448 south Robert St. . . Collector
P. Denney, 280 Congress St., E . . . Receiver
W. H. Bronson, 184 Custer St., St. Paul, Minn. . . Magazine Agent
- 359. BIG FLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
Thos. M. Brown . . . Master
Ed. Herning, Box 372 . . . Secretary
Charles Weddle, Box 450, Cherryvale, Kan. . . Collector
Ed. Dickson, Box 365 . . . Receiver
H. E. Hansen, Box 365, Wellington, Kan. . . Magazine Agent
- 360. COLD SPRING; Springfield, Ohio.**
Meets in Lenty's Hall, second and last Sundays.
L. L. Young . . . Master
I. P. Polling, 47 Lincoln Avenue . . . Secretary
E. E. Leonard, Sandusky, Ohio . . . Collector
Arthur W. Blinn, 27 Lincoln Ave . . . Receiver
S. Roadamer, Forest House, E. High St. . . Magazine Agent
- 361. TRIED AND TRUE; Vincennes, Ind.**
Meets in K. of H. Hall every Sunday at 2 P. M.
Lon Prewitt, 714 N. 7th St . . . Master
W. A. Wendling, O. & M. shops . . . Secretary
Chas. Shermershorn, O. & M. shops . . . Collector
Daniel Cadden, O. & M. shops . . . Receiver
J. H. Deputy, O. & M. shops . . . Magazine Agent
- 362. CATARACT; Niagara Falls, Ontario.**
John J. Rogers, Suspension Bridge, N. Y., Master
John Murray . . . Secretary
J. C. Flynn . . . Collector
Thomas Histrop . . . Receiver
J. W. Francis . . . Magazine Agent
- 363. METROPOLITAN; New York, N. Y.**
Meets at 490 Eighth Ave., 1st and 4th Sunday afternoons.
Artemas W. Eggleston, White Plains, N. Y. . . Master
Nat. Sawyer, 1119 Tenth Avenue . . . Secretary
Frank Melins, 438 Tenth Avenue . . . Collector
R. E. Butterfield, 1111 Ninth Avenue . . . Receiver
M. J. Lynch, Box 357 . . . Magazine Agent
- 364. SINCERELY; Philadelphia, Pa.**
Geo. A. Valentine, 58th & Woodland ave. . . Master
John Hickey, 6211 Woodland ave. . . Secretary
G. W. Gregg, Jr., Grace Ferry Sta'n B. & O., . . Collector
J. I. Was, 205 Tome't Baltimore Co Md. . . Receiver
W. G. Staats, 6211 Woodland ave. . . Magazine Agent
- 365. VIOLET; Bellows Falls, Vt.**
Meets 1st and 3d Saturday eve., in G. A. R. Hall
James Stack . . . Master
C. H. Thompson . . . Secretary
E. C. Wiley, Windsor, Vt. . . Collector
C. C. Farnsworth, Charleston, N. H. . . Receiver
F. E. Keach, Brattleboro, Vt. . . Magazine Agent
- 366. HAGERSTOWN; Hagerstown, Md.**
Meets every Sunday, in Red Men's Hall, corner Washington and Potomac Sta.
S. K. Hackers . . . Master
J. J. Morrow, Shepardtown, W. Va. . . Secretary
S. F. Johnson . . . Collector
D. A. Wallace . . . Receiver
C. L. Mullenlux, L. Box 61 . . . Magazine Agent
- 367. MORGAN CRANE; Sommerset, Ky.**
Meets 1st and 15th of each month, in Engineer's and Firemen's Hall.
Horace G. Lucas . . . Master
James Ford . . . Secretary
James S. Morris . . . Collector
Horace G. Lucas . . . Receiver
James S. Morris . . . Magazine Agent
- 368. DEEP WATER; Springfield, Mo.**
Meets in K. of P. Hall 1st, 2d and 3d Mondays.
W. R. Smith, jr., Box 846 . . . Master
T. A. Buttery, Box 1027 . . . Secretary
Lee H. Davidson, Box 358 . . . Collector
C. W. Henry . . . Receiver
Charles Hall . . . Magazine Agent
- 369. WALNUT VALLEY; Eldorado, Kan.**
Meets in K. of P. Hall 2d and 4th Sundays.
Chas. H. Finley . . . Master
Fred Staley . . . Secretary
Mike Fitzgerald . . . Collector
Arthur Hodgson . . . Receiver
D. W. Dungan, Box 1522 . . . Magazine Agent
- 370. NEOSHO VALLEY; Council Grove, Kan.**
Meets 1st and 3d Wednesday evenings in A. O. U. W. Hall.
Alexander Scott . . . Master
Clarence Stone . . . Secretary
George Webster . . . Collector
Chas. Torrence . . . Receiver
J. S. Lowe . . . Magazine Agent
- 371. COVENANT; Nevada, Mo.**
Meets 1st and 3d Sundays.
Geo. B. Meck . . . Master
J. T. Gray . . . Secretary
J. G. Fryback . . . Collector
W. M. Calkins . . . Receiver
James T. Gray . . . Magazine Agent
- 372. SIGNAL MOUNT; Big Springs, Texas.**
Meets in Engineer's Hall 1st Wednesday afternoon and 3d Wednesday evening.
A. S. Hill, Box 33 . . . Master
R. J. Bible, Box 33 . . . Secretary
Dennis Ryan, Box 33 . . . Collector
Edward Lyons, Box 33 . . . Receiver
Dennis Ryan, Box 33 . . . Magazine Agent
- 373. J. T. HARAHAN; Birmingham, Ala.**
Meets in Reen Hall, Allen building, Morris Ave., every Sunday at 9 A. M.
Wm. Hunt . . . Master
Thos. R. Welsh . . . Secretary
Wm. H. Bussey . . . Collector
J. W. Dickson . . . Receiver
J. H. Burton, Box 300 . . . Magazine Agent
- 374. McALLISTER; Herrington, Kan.**
Meets in K. P. Hall, 1st and 3d Thursdays at 7:30, and 2d and 4th Thursdays at 2 P. M.
W. W. Campbell, Box 125 . . . Master
W. W. Butterfield . . . Secretary
Henry Magee . . . Collector
G. A. Norman . . . Receiver
- 375. FRIENDSHIP; Dayton, Ohio.**
Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
N. W. Rose, 21 Label'e St. . . Master
John R. Glynn, 28 Costellow St . . . Secretary
John Stevens, 54 Bell St. . . Collector
John F. Hoban, 635 E. Second St. . . Receiver
John Ryan, 120 Crane St. . . Magazine Agent
- 376. J. H. KIRK; Horton, Kan.**
Meets 1st Saturday and 3d Sunday.
John F. Sharp . . . Master
Wm. Ashworth . . . Secretary
James E. George . . . Collector
Wm. A. hworth . . . Receiver
James E. George . . . Magazine Agent
- 377. NICKEL PLATE; Conneaut, Ohio.**
Meets 1st and 3d Wednesdays in A. O. U. W., Hall, over City Bank.
W. H. Johnston . . . Master
George M. Brown . . . Secretary
Charles Wilcox . . . Collector
George M. Brown . . . Receiver
H. E. Fox . . . Magazine Agent
- 378. HOLBROOK; Chartiers, Pa.**
Wm. H. Graham, Wyoming St., Mt. Washington S. S., Pittsburg, Pa. . . Master
John A. Downey, 146 Webster avenue, Pittsburg, Pa. . . Secretary
J. T. Kiehl, 223 Carson St. S. S., Pittsburg, Pa. . . Receiver
Elmer E. Lewis, 175 Third avenue, Pittsburg, Pa. . . Collector
Elmer E. Lewis, 175 Third avenue, Pittsburg, Pa. . . Magazine Agent
- 379. WEAVER; Sayre, Pa.**
John Durkin, Box 437 . . . Master
Chas. L. Burroughs, Box 396 . . . Secretary
Wm. Stewart . . . Collector
Eugene E. Welton, Box 167 . . . Receiver
Archib C. Burr, Box 213 . . . Magazine Agent

MISCELLANEOUS DIRECTORY.

Brotherhood of Locomotive Engineers.

P. M. Arthur Grand Chief Engineer
 T. S. Ingraham First Grand Engineer
 Delos Everett Second Grand Engineer
 H. C. Hays First Grand Assistant Engineer
 Will meet in twenty-fifth annual convention at
 Richmond, Va., Wednesday, October 17th, 1888.
 GENERAL OFFICES:—Room 5, Blackstone Block,
 Seneca street, Cleveland, Ohio.

Order of Railway Conductors.

C. S. Wheaton Grand Chief Conductor
 Edmund B. Cowan, Assistant Grand Chief Conductor
 Wm. P. Daniels Grand Secretary and Treasurer
 Will meet in twentieth annual convention at To-
 ronto, Ontario, Tuesday, May 8th, 1888.
 GENERAL OFFICES:—Cedar Rapids, Iowa.

Yard Masters' Mutual Benefit Association.

Edwin M. Carter President, Wilmington, Del
 Thos. G. Gresham First Vice President, Atlanta, Ga
 William Baird Second Vice President, Windsor,
 Ontario.
 Joseph Sanger Grand Secretary and Treasurer,
 Indianapolis, Ind.
 William Baird Corresponding Secretary, Phila-
 delphia, Pa.
 Will meet in fourteenth annual convention at
 Richmond, Va., Wednesday, June 13th, 1888.

Brotherhood of Railroad Brakemen.

S. E. Wilkinson Grand Master, Galesburg, Ill
 W. G. Edens Vice Grand Master, Bucyrus, Ohio
 Ed. F. O'Shea Grand Secretary and Treasurer,
 Galesburg, Ill.
 L. C. Foster, Jr. Grand Organizer and Instructor,
 Ithaca, N. Y.
 Will meet in fifth annual convention at Columbus,
 Ohio, Monday, October 15th, 1888.
 GENERAL OFFICES:—Galesburg, Ill.

Switchmen's Mutual Aid Association.

James L. Monaghan Grand Master
 Frank Sweeney Vice Grand Master
 James L. Monaghan Grand Organizer and In-
 structor.
 Wm. A. Stmsrott Grand Secretary and Treasurer
 Will meet in third annual convention at St. Louis,
 Mo., Thursday, September 20th, 1888.
 GENERAL OFFICES:—Room 19, No. 161 Washington
 street, Chicago, Ill.

LADIES' SOCIETIES B. OF L. F.

1. GOOD ENDEAVOR: Stratford, Ontario.

Meets 1st and 3d Wednesdays.
 Mrs. E. A. Ball President
 Mrs. M. Tuxton Vice President
 Mrs. W. E. Brooker Secretary
 Mrs. G. Nurse Treasurer

2. LADIES' AID: Phillipsburg, N. J.

Meets first Sunday in each month at 2:30 P. M.,
 Grinner's Hall.
 Mrs. C. Will on President
 Mrs. R. Hill Vice President
 Mrs. M. Teel Secretary
 Mrs. T. R. Webery Treasurer

3. PROGRESSIVE: Grand Rapids, Mich.

Meets each month at No. 13 Wenham avenue, at
 2:00 P. M.
 Mrs. A. E. Geary, 40 Ninth avenue President
 Mrs. F. G. Kough Vice President
 Mrs. H. W. Norris, 59 River avenue Secretary
 Mrs. G. P. Downey, 13 Wenham ave Treasurer

4. HARMONY: St. Louis, Mo.

Meets every two weeks.
 Miss Ella Van Horn President
 Miss Laura Van Horn Vice President
 Mrs. C. E. Amos, 2346 Mullanphy St. Secretary
 Miss Sophia Lullman Treasurer

6. HALLSTEAD; Hallstead, Pa.

Mrs. Wm. Oswald President
 Mrs. A. M. Sikes Vice President
 Mrs. J. H. Moran Secretary
 Mrs. Frank J. May Treasurer

7. J. J. LANNON; Susquehanna, Pa.

Mrs. Chas. Anderson President
 Mrs. John Keyes Vice President
 Mrs. M. Keme Secretary
 Mrs. J. J. Lannon Treasurer

8. FRIENDLY; Garrett, Ind.

Meets every two weeks.
 Mrs. M. E. Stoner President
 Mrs. Lizzie Abrams Vice President
 Mrs. Mary Cunningham Secretary
 Mrs. Dora Mowry Treasurer

WONDERFUL CHANGES.

The Far Seeing Take Advantage of Them in Time.

Is this country unconsciously undergoing a won-
 derful change, is the change to take place before we
 are aware of the fact, and when it has taken place
 will we wonder why we did not see it before it was
 too late?

Those that see the changes early avail themselves
 early, and thereby receive benefit.

The shrewd iron man sees the iron interest trans-
 ferred from Pittsburg and Pennsylvania to Birming-
 ham, Alabama, and in his far-sightedness sees the
 furnaces in Pennsylvania torn down and deserted
 for this new and prolific field.

We have seen the grain-growing centers of this
 country shifted to the West. We have seen the
 pork-packing industry flit from Cincinnati to Chi-
 cago, and from thence to Kansas City and Omaha.
 Southern cotton mills undersell New England and
 American markets, and challenge the world.

We have seen and are seeing all this take place be-
 fore our eyes, and know that other changes are tak-
 ing place equally prominent, and we wonder as we
 behold them. Ten years ago the insurance compa-
 nies required an analysis of the fluids only when
 they were taking insurance for very large amounts.
 To-day no first-class company will insure any
 amount unless a rigid analysis is had of the fluids
 passed, and if any traces of certain disorders are ap-
 parent, the application is rejected. In their reports
 they show that the death of sixty of every 100 peo-
 ple in this country, is due either directly or indi-
 rectly to such disorders. The Brompton Hospital
 for Consumptives, London, England, reports that
 sixty of every 100 victims of consumption also have
 serious disorders of the kidneys.

Among scientists for the treatment of this dread
 malady the question is being discussed:

"Is not this disorder the real cause of consump-
 tion?"

Ten years ago the microscope was something sel-
 dom found in a physician's office; now every physi-
 cian of standing has one and seldom visits his pa-
 tients without calling for a sample of fluids for ex-
 amination.

Why is all this? Is it possible that we of the pres-
 ent generation are to die of diseases caused by kid-
 ney disorders? or shall we master the cause by War-
 ner's safe cure, the only recognized specific, and
 thus remove the effects? It is established beyond a
 doubt that a very large percentage of deaths in this
 country are traceable to diseased kidneys. For
 years the proprietors of Warner's safe cure have been
 insisting that there is no sound health when the kid-
 neys are diseased, and they enthusiastically press
 their specific for this terrible disorder upon public
 attention.

This means wonders!

Can not the proprietors of this great remedy, who
 have been warning us of the danger, tell us how to
 avoid a disease that at first is so unimportant, and so
 fatal in its termination? Are we to hope against
 hope, and wait without our reward?

It was formerly thought that the kidneys were
 of very small importance; to-day, we believe, it is
 generally admitted that there can be no such thing
 as sound health in any organ if they are in the least
 degree deranged.

THE AWFUL VORTEX.

Into Which the Unheeding are Rapidly Drifting.

Off the western coast of Norway lies the little rocky island of Moskenes. It is inhabited by a few hardy fishermen who engage in the cod and herring fisheries along the coast.

It happened one day in the spring of 1886 that an old man and his grandson, a lad of ten or a dozen years, put out from the island in a small boat, taking with them their fishing tackle and a lunch of dried fish and oat cakes.

They row out some distance and secure a boat load of fish long before the returning tide will allow them to land, so they eat their frugal lunch and lay back on their oars to rest and wait. The old man, weary with pulling the heavy nets, is soon fast asleep, leaving the lad to look to the safety of the boat. For a time the sea is smooth, then a light wind blows from the west and the boat begins slowly but surely to drift. Little bubbles and patches of foam appear on the surface of the dark water. The breeze stiffens, and the boat with steadily increasing speed, begins to move in an ever-narrowing circle. A sudden furch alarms the boy, and at the same time awakens the grandfather, who seizes the oars and pulls with the strength of desperation against the now madly rushing waters; then the oars are wrenched from his hands, the doomed fishing boat is for a moment dashed about with terrible velocity, and then disappears forever in the awful vortex of the great maelstrom.

It is the same with the blood. As it courses around through the veins, it reaches every part of the system in its healthy rush, seeking an opportunity to discharge the waste and poisonous matter from every part of the system, into the natural sewers. This sewage matter is carried by the blood to the kidneys, there to be thrown off, the same as in life the scavenger would throw his sewage into the stream to rid himself of the vile substance.

And the blood has no other place but the kidneys in which to throw off its waste matter. Sometimes it finds the kidneys unprepared to do this work. But the heart takes up the blood and again forces it through the system, where once more waste matter is gathered up the same as the sewers of our cities gather up such poisonous matter, to be discharged at one grand point, and then be carried off.

Fancy the danger of such poisoned blood coursing for years through the body!

This process continues, the blood passing through the kidneys and heart, removing the impurities from sixty-five gallons of blood per hour, or forty-eight barrels each day.

Yet the unthinking practitioner regards the kidneys as of little importance, until they are stricken down when he finds himself so far advanced in the vortex that there is but little chance for him. In such emergencies many have resorted to that great remedy, Warner's safe cure, to assist in putting these organs in a healthy condition. They have not rested on their oars, trusting their life idly in the hands of another when they can catch up the oars before it is too late, and a few strokes would put them safely beyond hopeless danger. A few bottles of Warner's safe cure at the proper time will restore the kidneys to health, thereby enabling them to rid the system of the poisonous uric acid, which is liable in its corruption to attack the weakest part of the system and thereby break it down just as the little stream at the mill-dam wears away the dam, increasing the danger each hour, until at length it becomes overtaxed and gives way, causing destruction to those who a short time before looked upon it as of so little importance, but now contemplate the result of their neglect with horror.

CATARRH

positively cured by the great German Remedy. Sample package and book for 4 cents in stamps. E. H. Medical Co., East Hampton, Conn.

IMPORTANT TO RAILROAD FIREMEN. SOMETHING NEW.

Here is just the thing you have been looking for, something to save time and labor and make your engines clean and bright.



BAKER'S TRIPOLINE,

A Powerful and Rapid Cleaner and Polisher of Metals (without Acid or Poison.)
ESPECIALLY adapted to RAILROAD, MARINE, STATIONARY and FIRE ENGINE work "hot or cold," LARGE SIGNS, RAILINGS, and all other finished metal work.

EXCEPT Headlights, Fine, Soft Metals, Light, Plated Work, Show Cases, Harness Mountings, Etc., for which the Matchless Metal Polish is recommended.

This Polish is similar to the celebrated "MATCHLESS" (that we are supplying to all the leading Fire Departments and thousands of Marine, Railroad and Stationary Enginemen throughout the United States and Canada,) only much stronger and a more rapid cleaner, holds better on hot work and is cheaper.

We want a good reliable fireman at every machine shop and round house, to act as agent or get up Clubs for one dozen 1 pound boxes, which we will send, on receipt of \$2.50. This is only one-half the price we retail them for. Will give exclusive sale, in your locality, if you push and introduce it. Some samples furnished, free, with order, and if polish is no found to be exactly as represented, may be returned, at our expense, and money refunded

Address,

THE MATCHLESS METAL POLISH CO.,

88 Market St., Chicago.

N. B.—This Polish has already been adopted by a number of the large Railroad Companies and also been tested and highly endorsed by the United States Ordnance and Navy Departments.

\$300 REWARD

\$50 in cash. If more than one correct answer is received the second person will receive \$25, the third \$15, the fourth \$10, the fifth \$5 each, the next 25 \$3 each, and the next 30 \$1 each. If you do not get the first award you have 59 chances for one of the others, but your chance is good for the first premium if you send **now, TO-DAY!** Competitors must send 50c, for which they will receive **THE CHIMNEY CORNER** six months. It is a handsomely printed elegantly illustrated 16 Page, 64 Column Family Journal. Each issue replete with original stories, merrymaking, and sparkling wit. In fact, a complete family paper and should be in every American home. All replies must be received previous to March 15th when contest closes. Names and addresses of winners will be published in the paper. The above premiums are awarded absolutely free. You receive the full worth of your money in the paper sent. For an outlay of 50 cents you may get \$30. Don't wait, Write at once, Stamps accepted same as cash. Address **The Chimney Corner, 69 Dearborn St. Chicago, Ill.**

For information relating to A LOST GIRL.

This sum is offered to the first 59 persons answering the following question: **Where in the Bible is the word Girl found?** Mention Book, Chap. and Verse. The first person answering this correctly will receive \$25, the third \$20, the fourth \$15, the fifth \$10, the sixth \$5, the seventh \$3, the eighth \$2, the ninth \$1, the tenth 50c. Competitors must send 50c, for which they will receive **THE CHIMNEY CORNER** six months. It is a handsomely printed elegantly illustrated 16 Page, 64 Column Family Journal. Each issue replete with original stories, merrymaking, and sparkling wit. In fact, a complete family paper and should be in every American home. All replies must be received previous to March 15th when contest closes. Names and addresses of winners will be published in the paper. The above premiums are awarded absolutely free. You receive the full worth of your money in the paper sent. For an outlay of 50 cents you may get \$30. Don't wait, Write at once, Stamps accepted same as cash. Address **The Chimney Corner, 69 Dearborn St. Chicago, Ill.**

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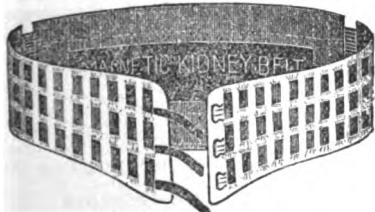
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The Following Circular Speaks for Itself. TO WATCH DEALERS.

OFFICE OF

ROBBINS & APPLETON,
141 State Street. CHICAGO.

Our attention having been called to the numerous complaints of watches becoming unreliable as time-keepers through *Magnetic and Electric* influences, and as the causes thereof increase with the introduction of *Electric Plants and Appliances*, some means of protection is necessary.

It has been demonstrated by experimental and practical tests that the

ANTI-MAGNETIC SHIELD

will protect a watch from the detrimental effects of *Magnetism*, and also has the effect of steadying its rate, thereby enabling all watches to produce a better average of time; we therefore recommend the **ANTI-MAGNETIC SHIELD** to all Dealers in *Waltham Watches*.

Some of the most imminent dangers which are destructive to the time-keeping qualities of a watch, and therefore should be provided against, in order to obtain the best results, are *Electric Railways, Dynamos, Electric Light Plants, Electric Motors, Magnetic Belts, The Application of Electricity in Medical Treatment, Electric Brakes on Railroads, Locomotive Electric Headlights, Electric Lighting of Cars*, and other disturbing conditions, which are constantly arising when least expected.

MEN IN RAILROAD EMPLOY, where the most accurate time is required, and where the disturbing influences mentioned above are most seriously felt and aggravated by the peculiar condition of *Railway Service*, should exercise wisdom, and have their watches protected by the *Anti-Magnetic Shield*.

Yours Respectfully,

By **ROBBINS & APPLETON**, General Agents.

AMERICAN WALTHAM WATCH CO.

Anti-Magnetic Shield Cases for sale by all Dealers.

Essex, Mass. Bro & Co.

GENTLEMEN:—I am acquainted with the merits of the **GILES ANTI-MAGNETIC SHIELD** for watches, and believe it is a very valuable invention for protection of pocket time-pieces, and very desirable for railway service,

Yours Truly,
(Signed,)

P. M. ARTHUR, G. C. E.
T. S. INGRAHAM, F. G. E.
H. C. HAYS, F. G. A. E.

CLEVELAND, OHIO, July 22, 1887.

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GRAND CHIEF BROTHERHOOD OF LOCOMOTIVE FIREMEN CIGARS!

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**Grand Chief Brotherhood of Locomotive Engineers Cigars,
THE FINEST 10 CENT CIGARS ON THE MARKET**

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 Graves Bros., Ottomawau, Iowa.

To the BROTHERHOODS OF LOCOMOTIVE FIREMEN AND ENGINEERS:

The sum of Five Hundred (\$500.00) Dollars has been paid by us into the Treasury of the Grand Lodge of the Brotherhood of Locomotive Firemen, as royalty upon the sale of GRAND CHIEF Cigars, of which due acknowledgment has been made by the Grand Lodge, and in consideration of which our cigars have been endorsed and are now recommended to all members of the Order who desire to smoke a first-class cigar and at the same time contribute to the general fund of the Grand Lodge. Members of the Order should bear in mind that the Brotherhood receives a royalty upon the sale of all Grand Chief Cigars, and hence the larger the sales the greater the royalty. Every member is, therefore, invited to interest himself in the sale of the above brand of cigars and thereby contribute to the financial standing of the Grand Lodge and the Brotherhood at large.

These two brands of Cigars have been presented and tested by both Brotherhoods, at their respective conventions at New York and Minneapolis, and have received their Endorsement and Approval on both occasions, and are Guaranteed by the manufacturers to be the best Cigars on the market. The manufacturers also guarantee to keep these two Brands up to their present Standard quality at all time to come, and by so doing, hope to receive the liberal patronage of the two Brotherhoods they are named after, and also their recommendations to their many friends who are in want of a GOOD CIGAR.

No Cigars are genuine unless each box has the photograph of P. M. Arthur or F. W. Arnold on the inside label and on the outside end of each box. Retail dealers should order from their nearest Wholesale Agent and if they refuse to get the cigars for them we will ship direct to the Retailer.

BRAVO & KEYES, Manufacturers,**BINGHAMPTON, N. Y.**

Locomotive Firemen's Magazine.

PRIZE LIST FOR 1888.

Greatest Inducements Ever Offered!

COMPETITION + OPEN + TO + ALL

The Grand Lodge of the Brotherhood of Locomotive Firemen has decided to offer the following Prizes to agents, and other persons securing the best lists of subscribers to the Locomotive Firemen's Magazine for 1888, viz:

FIRST PRIZE.—To the Lodge securing the largest number of subscribers, one set (4) Officers' Upholstered Chairs, finely finished. (This includes a chair each for the Master, Vice Master, Past Master and Chaplain.)

SECOND PRIZE.—To the Lodge securing the largest number of subscribers *in proportion to membership*, a handsomely ornamented Banner, suitably inscribed.

THIRD PRIZE.—To the Lodge *organized after January 1st, 1888*, securing the largest number of subscribers, a handsome Altar, suitably inscribed.

FOURTH PRIZE.—To the Ladies' Society, B. of L. F., ordering the largest number of subscriptions (provided not less than fifty are ordered), through its authorized Agent, a Parlor Organ.

FIFTH PRIZE.—To the Lady (open to all) securing the largest number of subscribers (provided not less than twenty-five are ordered), a handsome Gold Watch.

SIXTH PRIZE.—To the Gentleman (exclusive of regular agents) securing the largest number of subscribers (provided not less than twenty-five are secured), a set of Chambers' Encyclopedia.

SEVENTH PRIZE.—To the Member's Wife or Daughter securing the largest number of subscribers (provided not less than twenty-five are secured), a first-class Sewing Machine.

EIGHTH PRIZE.—To the Member's Son securing the largest number of subscribers (provided not less than twenty-five are secured), a Silver Watch.

MISCELLANEOUS PRIZES FOR REGULAR AGENTS ONLY.

The following Prizes will be awarded Magazine Agents (regardless of membership of their Lodges) who secure the largest list of subscribers:

First Prize	Gold Watch.
Second Prize	Diamond Shirt Stud.
Third Prize	18-Karat Gold Watch Chain.
Fourth Prize	Monogram Gold Ring.
Fifth Prize	Monogram Gold Watch Charm.
Sixth Prize	Forney's, Sinclair's and Alexander's Books on the Locomotive.
Seventh Prize	Nickel-Plated Scoop.
Eighth Prize	Nickel-Plated Cab Lamp.
Ninth Prize	Nickel-Plated Torch.
Tenth Prize	Gold Badge B. of L. F.

GRAND SPECIAL PRIZE OPEN TO ALL.

To the Lodge securing the smallest number of subscribers, a Leather Banner, inscribed with the names of the officers, will be awarded. To the Agent of the Lodge securing the smallest number of subscribers there will be awarded a Leather Medal, suitably inscribed.

The time for the competition will be extended to *December 1st, 1888*, and the prizes will be awarded on that day. Each annual subscription will count equal to two semi-annual, or four quarterly subscriptions.

Competitors will be credited with *paid up* subscriptions only, and all subscriptions not *paid up* will not be counted in the awarding of the prizes.

Parties (exclusive of regular Agents), who desire to enter into the competition, will please notify the Editor at once. An Agent's outfit, consisting of subscription book, receipt book, subscription blanks, envelopes, etc., will be forwarded to any address on application.

Subscription Price of the Magazine, \$1.00 per year. Postage Pre-Paid.

Forward remittances and address all communications to

LOCOMOTIVE FIREMEN'S MAGAZINE,

TERRE HAUTE, INDIANA.



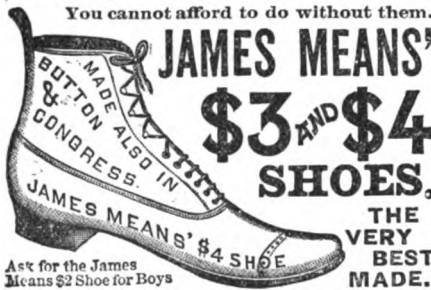
The James Means Shoes are exceedingly popular among railroad men. You may often hear them talking to each other about them, and boasting of how long they can make them last.

Ask your retailer for the
JAMES MEANS
 ✻\$4✻ SHOE✻
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—According to Your Needs.—

CAUTION.—Positively none genuine unless our name and price appear plainly on the soles. Some dealers, in order to make larger profit, will recommend the inferior goods with which the market is flooded. **JAMES MEANS' \$4 SHOE** is light and stylish. It fits like a stocking and **REQUIRES NO "BREAKING IN,"** being perfectly easy the first time it is worn. It will satisfy the most fastidious as it is in every vital respect equal to the hand-sewed shoes

which have hitherto been retailed at \$7 and \$8



Ask for the James Means \$2 Shoe for Boys

A PAIR OF SHOES COSTING TEN DOLLARS is a good thing, but a pair of **James Means' \$4 Shoes** and six extra dollars in your pocket are better. These shoes are sold by wide-awake retailers in all parts of the country.



We have a large trade with the soldiers of the United States Regular Army. They certainly would not buy the James Means Shoes as largely as they do if they had not found them unsurpassed in merit.

JAMES MEANS' \$3 SHOE

Is the original \$3 Shoe, and is absolutely the only shoe of its price which has ever been placed extensively on the market in which durability is considered before mere outward appearance. These shoes are sold by the best retailers throughout the United States, and we will place them easily within your reach in any state or territory if you will send us a postal card, mentioning this magazine.



The Letter-carrier and the Policeman find the James Means Shoes just what they need. Their opinions are valuable, for they put their shoes to a most severe test.

James Means & Co

41 Lincoln Street,

—BOSTON, MASS.—



This Pedestrian is all ready for another tramp over the mountains. With a new pair of sole taps a cobbler can usually make an old pair of James Means \$3 Shoes just as good as new.

LOCOMOTIVE FIREMEN'S MAGAZINE.

Vol. XII.

APRIL, 1888.

No. 4

For the Magazine.

APOSTROPHE TO A LOCOMOTIVE.

WHILE meditating on the works of man
And those of God, the difference that lies
Between them is too great for me to span,
The lofty height too great for me to rise
To reach the summit. But how much surprise
And gratitude I feel to see the time
When man, with God's assistance, can devise
A thing so wonderful, or ever climb
The scale so high, so nearly to the works sublime.

In thee, proud Locomotive, standing there,
I see the culmination of man's art,
And in thy structure, wrought with wondrous care,
I trace the hand of Science in each part.
The fond ambitions of a boyish heart,
And all the aspirations that could fill
My youthful mind, would with emotion start,
While through my veins a wild, ecstatic thrill
Would leap to hear thy ringing bell or whistle shrill.

Was ever there a thorough Yankee boy
Who did not think to be an engineer
Was all of life? Ah, what a source of joy
It was for me to see thy form appear
Around the curve, and rapidly draw near.
With strength beyond the Mastodon's command,
And fleetness that would far surpass the deer,
Yet, guided by a true and steady hand,
Thy mighty figure plunged across the level land.

How often, when my eyes refused to close
In slumber, I would listen to the roar
Of thy approaching train. At first arose
A murmur faint, increasing more and more,
Like beating waves upon a rocky shore,
Until thy heavy rumble shook the ground,
And caused the latch to rattle on my door.
As through the distant woods thy courses wound,
I fell asleep while listening to the dying sound.

Thou art not prone to wander from the way
Laid down and gauged especially for thee,
While I am turning constantly away
From Him who gave me eyes that I might see
The path of life. The lesson here for me
To learn is this: That I my place may fill
As well as thou hast thine; and ever be
An instrument of power, but striving still
To use my strength and mind to do my Master's will.

For when the fire is out thy power is felt
No more, but this, with me, is not the case,
As God with all mankind alike has dealt,
And I must run with those who win the race;
Along my pathway I must leave a trace
That some one else, a brother or a friend
May follow on to man's last resting place,
And to a bright, celestial home ascend
Where kindred spirits through eternity shall blend.

—Geo. W. Hall.

Locomotive Firemen's Magazine

A MONTHLY MAGAZINE devoted to the interests
of LOCOMOTIVE ENGINEERS.

TERMS—ONE DOLLAR PER YEAR, IN ADVANCE.

EUGENE V. DEBS, *Editor and Manager*

APRIL, 1888.

THE C. B. & Q. STRIKE.

It is a fact which needs only to be stated, to find universal acceptance, that the great Brotherhoods of Locomotive Engineers and Locomotive Firemen deprecate strikes—and that with them strikes cannot come except as a last resort, and when every expedient to avert them has been exhausted. Engineers and firemen are everywhere recognized as conservative men, patient under grievances, willing to make concessions, and the advocates of arbitration when disagreements occur between themselves and their employers and such statements find a convincing demonstration in the history of the two great organizations during which strikes have seldom occurred, and this on the C. B. & Q. system, a history of which we propose to summarize, being by far the most notable, and which could not have taken place if the managers of the system had been animated by a spirit of justice and fair dealing.

That our readers may have the clearest possible view of the matter we deem it prudent to say, that the grievance of the engineers and firemen on the C. B. & Q. dates back two years, to March 1886. At that time a committee of engineers called on T. J. Potter, then General Manager of the C. B. & Q. system. P. M. Arthur, Grand Chief Engineer, was present at the conference between the committee of engineers and the officers of the road. At that conference it was agreed that General Manager Potter should invite to the conference the Division Superintendents of the road. This was done and schedules were formulated for

their respective divisions. In this conference Messrs. Potter and Arthur acted as umpires in the adoption of schedules. At that conference Grand Chief Arthur and the committee conceded classification of engineers and were willing to make an issue on the remaining propositions submitted by the committee—as a result, mutual concessions were made and finally the schedules were perfected and accepted and each committee took home to its division a copy of the same. And now it should be recorded that while the schedules were accepted to avert serious trouble, they were far from being satisfactory to the men on the various divisions of the road.

The men allowed the matter to rest till February, 1888. It was two years of patient endurance of flagrant injustice, and patience ceasing to be a virtue, the engineers and firemen of the system acting jointly, sent their committee to Chicago to again present their grievances for the purpose of having a satisfactory adjustment of the matter in controversy, which resulted in the presentation of the following articles specifically stating such matters as were deemed of sufficient importance to demand immediate and patient consideration :

REVISED SCHEDULE OF WAGES GOVERNING THE PAY OF ENGINEERS AND FIREMEN ON THE CHICAGO, BURLINGTON & QUINCY RAILROAD AND OPERATED LINES. PRESENTED TO THE GENERAL MANAGERS ON FEBRUARY 15, 1888, BY COMMITTEE OF ENGINEERS AND FIREMEN.

ARTICLE I.

No Engineer or Fireman shall be suspended or discharged without just and sufficient cause, and in case an Engineer or Fireman believes his suspension or discharge to have been unjust, he shall make out a written statement of the facts in the premises and submit it to his Master Mechanic, and at the same time designate any other Engineer or Fireman (as the accused may wish) who may be in the employ of the Company; and the Master Mechanic, together with the Engineer or Fireman last referred to, shall, in conjunction with the Superintendent, investigate the case in question without unnecessary delay, and render a prompt decision; and in case the aforesaid suspension or discharge is decided to be unjust, he (the accused) shall be reinstated at once and shall be paid for all time lost on such account.

ARTICLE II.

SECTION I. Engineers and Firemen shall be called at a reasonable time before leaving time. The Caller shall have a book in which the Engineers or Firemen must register their names and time when called. Engineers' and Firemen's time shall commence when they take charge of the engine, or, if the engine is not ready, the time

they report at the office for duty, and shall end at the time designated on roundhouse register as arriving or otherwise relieved from duty. Time shall be taken from roundhouse register instead of Conductor's register or train sheet.

SEC. 2. When Engineers or Firemen are ordered out and not used on account of train being abandoned, or other causes, the Engineer and Fireman called on duty shall receive pay for one-half ($\frac{1}{2}$) day for five (5) hours or less and stand first out.

ARTICLE III.

SECTION 1. All passenger Engineers running four-wheel connected engines shall receive three and one-half ($3\frac{1}{2}$) cents per mile; six-wheel connected engines three and eight-tenths ($3\frac{4}{5}$) cents per mile.

All passenger Firemen firing four-wheel connected engines two and one-tenth ($2\frac{1}{10}$) cents per mile; six-wheel connected engines two and one-fourth ($2\frac{1}{4}$) cents per mile. One hundred miles or less to constitute a day's work. Over one hundred miles at the same rate per mile.

SEC. 2. All freight Engineers running four-wheel connected engines four (4) cents per mile; six-wheel connected engines four and three-tenths ($4\frac{3}{10}$) cents per mile.

All freight Firemen firing four-wheel connected engines two and four-tenths ($2\frac{4}{10}$) cents per mile; six-wheel connected engines two and six-tenths ($2\frac{6}{10}$) cents per mile. One hundred miles or less to constitute a day's work. Over one hundred miles at the same rate per mile.

SEC. 3. Engineers running consolidated (eight-wheel connected) engines, four and one-half ($4\frac{1}{2}$) cents per mile.

Firemen firing consolidated engines two and four-tenths ($2\frac{4}{10}$) cents per mile. Two Firemen on each consolidated engine. One hundred miles or less to constitute a day's work. Over one hundred miles at the same rate per mile.

SEC. 4. On freight runs which occupy more than ten hours to the one hundred miles, overtime shall be paid at the rate of forty (40) cents per hour for Engineers, and twenty-four (24) cents per hour for Firemen.

SEC. 5. Local freight runs on Middle Iowa Division will be allowed one trip and one-half ($1\frac{1}{2}$) each way; over time to be allowed after being on the road fifteen (15) hours.

ARTICLE IV.

SECTION 1. In computing delayed time the first hour shall not be counted; but if delayed one hour and thirty minutes shall be counted as two hours, and any fraction of thirty (30) minutes or over, thereafter, shall be considered one hour. Engineers on freight to be paid forty (40) cents per hour; Firemen on freight, twenty-four (24) cents per hour; Engineers on passenger, thirty-five (35) cents per hour, and Firemen on passenger twenty-one (21) cents per hour. This article refers only to delays before starting and after arriving at terminals.

SEC. 2. Engineers and Firemen called to go to Transfers or Junction points before card time, delayed time shall commence from time of leaving roundhouse.

ARTICLE V.

On passenger runs that do not exceed \$3.75 per day, Engineers shall receive \$3.75 and Firemen \$2.50. Over-time shall be allowed in same proportion when on duty over twelve hours in making such runs. In case actual mileage exceeds \$3.75 actual mileage shall be allowed at the rate of three and one-half ($3\frac{1}{2}$) cents for Engineers and two and one-tenth ($2\frac{1}{10}$) cents for Firemen per mile.

ARTICLE VI.

Short freight runs of less than eighty miles when doubled within twelve hours, mileage allowed according to Section 2, Article III, and if not doubled within twelve hours to be allowed one day each way.

ARTICLE VII.

All Engineers and Firemen of work trains or helpers to be paid \$3.50 per day for Engineers and

\$2.10 for Firemen, twelve hours or less, one hundred miles or less to be called a day's work. If the run should exceed one hundred miles full freight rate as per class of engine for the entire run.

ARTICLE VIII.

SECTION 1. Engineers in snow-plow service (when on duty) shall be paid at the rate of \$6.00 per day for Engineers and \$3.00 for Firemen, ten hours or less to constitute a day's work, all over ten hours to be paid at the rate of 60 cents per hour for Engineers and 30 cents per hour for Firemen. When engines in snow-plow service are held in roundhouse subject to call for service, the Engineer of said engine shall be paid \$4.00 and Fireman \$2.40 per day of twenty-four hours or less.

SEC. 2. Engineers and Firemen on weed-destroying engines shall be paid at the same rates as in snow-plow service.

SEC. 3. Engineers and Firemen on suburban trains between Chicago and Downers Grove will receive: the Engineer \$1.75 and the Fireman \$1.05 for each round trip.

ARTICLE IX.

Switch Engineers to receive \$3.00 and Firemen \$1.80 per day of twelve hours or less. All over twelve hours to be paid: the Engineer thirty (30) cents per hour and Firemen eighteen (18) cents per hour, except in Chicago and Kansas City yards, where ten hours or less will constitute a day at \$3.00 per day for Engineers and \$1.80 per day for Firemen, and 30 cents for Engineers and 18 cents for Firemen per hour for all over ten hours. Any fraction of thirty minutes or over shall be counted one hour.

They shall have regular engines and shall not be taken off to give extra men work.

ARTICLE X.

Where Engineers and Firemen are compelled to double hills they shall receive one (1) hour's pay per double, at 40 cents for Engineers and 24 cents for Firemen per double.

ARTICLE XI.

Hostlers shall be paid at the rate of \$2.40 per day, twelve hours or less to constitute a day's work. All over twelve hours to be paid at the rate of 24 cents per hour.

They shall not be required to knock fires.

Hostlers to be provided at all terminal points.

In all cases where Engineers and Firemen have to watch their engines they shall be paid at the full rate per hour.

ARTICLE XII.

SECTION 1. Engineers and Firemen taking light engines over the road, or dead-heading over the road on company business, will be paid passenger rates, and where light engines are taken over the road a Flagman to be furnished.

In case Engineers and Firemen be off to attend court, or on company business, Engineers to receive \$1.00 per day and expenses, and Firemen \$2.40 per day and expenses.

SEC. 2. That no Engineer or Fireman be required to pull any train without a Conductor or a man to take charge of said train.

ARTICLE XIII.

Engineers and Firemen will run first in, first out, as far as practicable, on their respective Divisions, and where engines are pooled not to be governed by Train Department.

ARTICLE XIV.

Rights to regular runs when ability is equal will be governed by seniority. Engineers and Firemen having regular runs up to the agreement of 1880, will not be affected by this article.

ARTICLE XV.

No more extra Engineers or Firemen will be assigned than is necessary to move the traffic with promptness and dispatch, and should any Engineer or Fireman feel himself aggrieved by the assignment of too many Engineers or Fire-

men, he can proceed as in Article 1, but will receive no pay for loss of time.

Galesburg Division Engineers and Firemen will not be required to run east of Aurora.

ARTICLE XVI.

No road Engineer or Fireman will be expected to do regular yard work at terminal stations. In the event of their being called upon to do said work, they will receive: the Engineer 40 cents per hour and Fireman 24 cents per hour.

ARTICLE XVII.

No fines shall be assessed against Engineers or Firemen.

ARTICLE XVIII.

That Engineers and Firemen and their families be given transportation when applied for, and some arrangement be made to pass Brotherhood men over the road.

ARTICLE XIX.

SECTION 1. That where time is not allowed the Master Mechanic shall cause the trip report to be returned to the Engineer or Fireman sending it in, stating why time is not allowed as soon as practicable.

SEC. 2. All Officers, Engineers and Firemen will observe strict courtesy of manners in their intercourse with each other.

ARTICLE XX.

All road engines will be provided with cracked coal suitable for firing, and the company shall do all outside cleaning, and where engines are pooled, the company to do all cleaning.

ARTICLE XXI.

Engineers and Firemen shall not be required to go out when they need rest, and they are expected to judge for themselves whether they need rest or not.

ARTICLE XXII.

It is understood that there will not be any more examinations or tests, except such as are agreed upon by the General Manager and the General Grievance Committee.

ARTICLE XXIII.

That on the adoption of this schedule it shall be kept posted in a conspicuous place in all register rooms on the line of the road.

All previous schedules and contracts shall be considered void.

(Signed)

S. E. HOGE,
Chairman Engineers.

(Signed)

J. H. MURPHY,
Chairman Firemen.

The committee in their conference with the officers of the road were unable to obtain any satisfaction, and having exhausted every resource, thereupon sent for Grand Chief Arthur and Grand Master Sargent, believing that these gentlemen would be able to secure from the officials of this road an honorable adjustment of all matters in controversy. On Thursday, Feb. 22nd, the Grand officer, Messrs. Arthur and Sargent, with the committees, waited upon General Manager Stone and at 10 A. M. they began the work of considering the articles of the grievance previously submitted.

The 1st article was discussed and by mutual consent was passed without definite action.

Article 2 was then taken up and discussed. At this juncture General Manager Stone presented a substitute for article 2, which was accepted by the committees. This done, General Manager Stone remarked that he did not desire that his substitute should be accepted, because he desired to confer with other officers of the road upon its merits. As a consequence final action on article 2 was postponed.

The next thing in order was the consideration of Article 3. After some discussion in which General Manager Stone objected to the $3\frac{1}{10}$ rate for six-wheel connected engines, Messrs. Arthur and Sargent, and the committee agreed that that rate should be stricken out, and that $3\frac{1}{2}$ should be the rate all round for passenger service. But General Manager Stone absolutely refused to accept the concession or to accede to anything contained in article 3. This being the vital proposition, not only because it related to just compensation, but because it was in opposition to classification and in favor of the mileage basis of pay, could not be abandoned nor further modified by the committee or the Grand Officers and when General Manager Stone peremptorily refused to grant the demand Grand Chief Arthur said to him: "If that is the position you take and you are unwilling to make any concessions we shall consent to our men quitting the service of your company, and of going before the public on that issue," and then and there the conference ended.

Grand Chief Arthur and Grand Master Sargent then withdrew, and after consultation decided to make one more effort to adjust the controversy in a way alike honorable to all parties concerned, and at once telegraphed C. E. Perkins, President of the C. B. & Q. at Boston, in substance, as follows:

We are unable to adjust grievances of engineers and firemen with General Manager Stone and the men are determined to quit work. We want to prevent it. Will settle on the same basis as that made with the Santa Fe and the Chicago & Alton roads, viz: $3\frac{1}{2}$ cents for passenger, 4 cents for freight and 60 per cent. for firemen. Answer.

P. M. ARTHUR, G. C. E.
F. P. SARGENT, G. M.

The foregoing message was sent on

Thursday, after the interview with General Manager Stone, on Friday p. m. a message was received from President Perkins saying in substance that he did not sufficiently understand the grievances to pass judgment upon them, and that he expected to be in Chicago the following week. The message was regarded as purposely indefinite and totally unsatisfactory, and the men having been put off several weeks without satisfaction, they determined to notify General Manager Stone that unless a satisfactory settlement was made by the company they would quit work the following Monday, Feb. 27, at 4 o'clock A. M., that hour being selected because of the fewest number of trains then being on the road.

It will be observed, and to the fact we invite special attention, that the men whose interests were at stake, the committees and the Grand Officers acted in all matters with great coolness and prudent deliberation, having the grand purpose of an amicable settlement of the controversy in view. But after weeks spent in a vain effort to arbitrate to secure a modification of wrongs patiently endured in the interest of peace, and having been repulsed by the officials of the road, they were driven to the last resort, and a strike was the result.

The position taken and maintained by these men who finally abandoned the service of the C. B. & Q. road will stand the test of the severest scrutiny. Their demands were fair and honorable. They asked for nothing but justice, in proof of which we submit the following circular letter issued by Grand Chief Arthur to the public:

TO THE PUBLIC AT LARGE.

The members of the Brotherhood of Locomotive Engineers on the Chicago, Burlington & Quincy railroad desire to call your attention to the following statement, which is correct, in order to place us in the proper position before the public at large:

The engineers on the Rockford run on the Chicago, Burlington & Quincy railroad receive \$104.00 per month (26 days' time). The engineers on the Chicago and Northwestern railroad receive \$175.00 per month (26 days' time); the difference in miles the round trip being only twenty-two miles per day. The engineer on the Sterling Branch run draws

\$84.10 for ninety miles; he lays in Rock Falls six hours, and takes care of his own engine. The engineer that runs the Batavia and Geneva accommodation receives \$87.10. And the Chicago & Northwestern pays for like runs \$96.20, the distance being two miles greater on the Chicago, Burlington & Quincy.

The reason we ask more pay for the branch runs is to compensate the men for the extra work done, on account of the engineers having to do the work of a machinist.

The engineer on the Rockford way freight runs nightly (26 nights constituting one month), for which he receives \$96.00. Firemen, \$55.00 per month.

The engineers on the fast mail, Chicago, Burlington & Quincy, 125 miles per day, receive \$97.50 for twenty-six days' time.

The engineers on the Chicago & Northwestern for the same services receive \$120.00.

The runs on the main line of the Chicago, Burlington & Quincy, 125 miles per day, thirty-five days per month, amount received, \$131.00. On the trunk lines out of Chicago for the same service the engineers receive \$161.00.

The engineers on the Buda and Vermont branch, 188½ miles per day, twenty-six days constituting one month, receive for same \$123.50. The Chicago & Northwestern railroad pays for like service \$181.00.

We desire further to state that no first-class engineer on the Chicago & Northwestern receives less than \$96.20 for twenty-six days work, if ready for duty.

P. M. ARTHUR,
Grand Chief Engineer.

The foregoing emphasizes the fact that the C. B. & Q. system pays less wages to Engineers and Firemen than any other road running into Chicago, and from half to one cent less per mile than other trunk lines pay for similar service. And here we introduce another instance of injustice practiced by the C. B. & Q. system. On the lines west of the Missouri River, the C. B. & Q. system pays only \$3.00 for one hundred miles against \$3.85 paid for similar service by the Union Pacific, and thus we might indefinitely give facts and figures to show that the rates of wages paid by the C. B. & Q. system, are lower than those paid by other companies—and it was only asked that the C. B. & Q. should pay wages as fair and as equitable as were paid by other lines traversing the same or adjacent territory, for the same, or for similar service, and it is easily demonstrated, that the C. B. & Q. system could not plead financial disability, since its condition as shown by its own financial exhibits, is conclusive of its ability to pay as much as other lines.

As one of the incidents of the strike, we place upon record an unfair act of General Manager Stone, the object

being to make a false impression upon the public mind. He issued a letter to the public in which he sought to make it appear that the men quit the service of the C. B. & Q. system because the Company did not concede every demand made by the Engineers and Firemen, as set forth in the schedule of grievances. Nothing could be further from the truth. The schedule did embody such things as the men believed it to be proper to submit to the consideration of the officials of the C. B. & Q. They believe they warranted investigation and settlement. They were ready to debate them and to make concessions and compromises if necessary to arrive at an honorable settlement—and the men, be it said to their everlasting credit, quit work only when General Manager Stone refused to make any concessions or to arbitrate the most vital of all the grievances, those which related to wages and to classification.

As we write the strike is still on, and no one can predict final results, but we deem it prudent to say that the loyalty of the men to honest conviction, demands the highest praise. Prudent, conservative and anxious to work they realized that the officials of the C. B. & Q. were studiously and steadfastly denying them honest pay for honest work—belittling them as compared with employes on other roads and denying them consideration when their grievances were set forth in a way demanding prompt and patient consideration. Under such circumstances the men behaved like veterans under fire. Their rights and their manhood were at stake, and they would yield nothing that could, by any possible construction, be regarded as conceding what was justly their due—and whatever may be the final result, the men will have maintained their integrity and will have demonstrated that their courage was equal to their convictions.

And in closing this article upon the great strike, we have only to add that the membership of the two great

Brotherhoods, whose brethren were involved in it, came nobly to the front and to the rescue, with words of cheer and boundless sympathy, and that too, without the asking. The offers of support were spontaneous. The response was to exigencies and it came in the spirit of fraternity which whatever may be the outcome has made the term "Brotherhood" dearer than ever before.

FEDERATION, THE LESSON OF THE GREAT STRIKE.

A railroad strike creates intense and wide spread excitement and alarm. It is not surprising. The railroads of the country, now estimated at 148,000 miles of track, and costing \$8,000,000,000 (or are capitalized at that amount—practically the same thing), constitute the highways of traffic and transportation, and any serious disturbance in their operation produces at once incalculable calamities. It dwarfs the subject to discuss the various systems, since all roads, by their connection, constitute one great system, and any serious disturbance anywhere is more or less disastrous everywhere. Governor Martin of Kansas, is credited with saying; "All the commercial and industrial pursuits of the people have been adjusted to the carrying trade of the railways. Block the wheels of the Kansas railways for one week and nine-tenths of all the mills and factories of the state would be compelled to close. Block them for three weeks, and every commercial and agricultural pursuit in Kansas would be paralyzed." What is true of Kansas is equally true of every other state in the Union. Such self-evident truths do not demand discussion. As a consequence, the first lesson taught by the great strike is that the whole people are profoundly interested in all that pertains to its inception and progress as they will be in the final results of the disturbance.

It may be assumed, we think, that the great body of the people, being aroused by the great strike, will insist

upon knowing definitely the causes which led up to it, and, since their interests are jeopardized, will, as they have a right to do, discuss remedies that shall in the future act as guarantees against disagreements which in their effect are fatal to the prosperity of the country. And we do not hesitate to assert our belief that the people will favor such remedies only as will do full justice to the parties immediately involved in the controversy, viz: employer and employé. But the faith of the people must, of necessity, be largely dependent upon the information which the people have relating to matters in dispute. Hence, the great strike emphasises the importance of furnishing the people with the facts, clear cut and bed rock. But the great strike has taught the strikers the lesson that the press cannot be relied upon to furnish such information. It is always found in alliance with corporate interests and opposed to strikers. We speak of the rule, and not of the exceptions, and this fact brings into bold prominence another lesson taught by the great strike. It is this: If corporations and the press confederate to overwhelm workingmen when they demand redress for grievances, they too must federate to enforce their rights which corporations deny them when demands are made in a becoming manner.

It goes without saying, that there exists a strong bond of union between railroad corporations when the demands of their employés are for an equitable share of the wealth they create, the theory being that in the matter of wages corporations shall always determine the rate, regardless of the rights and interests of the wage-worker, and instances are rare in which, as a right, employés have been consulted. And if a case can be found in which wages are even approximately fair, it will be discovered upon investigation to be the result, if not of a strike, of latent forces which could have been called into operation if the demand had been ignored.

Another lesson taught by the great

strike, and one which should be profoundly studied by railroad employes, is, that since railroad corporations federate, coalesce, when any effort is made to advance wages on the part of any one of the Brotherhoods of railroad workers, a similar federation is indispensable on the part of all the Brotherhoods when, as a last resort, a strike is ordered. As, in the one case, it is found that the corporations federate against the workers, it becomes supreme folly to expect success if one Brotherhood is left to fight the battle single handed. And the contest invites federation from the fact that the question of fair equitable pay is alike vital to all. It is the question of labor vs. corporate power and injustice, and in this every worker is equally interested. It is a question in which the interest of one is the interest of all. If wage men doubt the proposition, so far as they are concerned, they have only to contemplate the fact that corporations act upon that principle, which has been given special emphasis since the C., B. & Q. strike, which we denominate the great strike, was inaugurated.

If strength is found in unity, it needs no argument to prove that weakness is in alliance with division, and this fact being fully comprehended by corporations, it will be well for all the Brotherhoods of railroad workers to give it due consideration, and, if, upon reflection, it is found, as it surely will be found, that success lies in federation, no time should be lost in forming and alliance, offensive and defensive, by virtue of which justice would be secured and strikes would at once and forever disappear.

We deem it prudent to suggest that preliminary to such a federation of brotherhood railroad workers there must be a recognition of mutual interest—all Brotherhoods must stand on the same plane. The idea of superiority and inferiority must be dismissed. The motto must be "United we stand; divided we fall." For purposes of protection the throttle and the scoop, the switch and

the brake must be in close alliance and equally firm and defiant, and when corporations see this federation accomplished no strike will occur, because a strike under such circumstances would mean an immediate cessation of railroad transportation on the line or system where it occurred. Instead of a strike there would be arbitration, a patient consideration of grievances when presented, and a prompt application of remedies when found.

Of all the lessons taught by the great strike, not one, as we view the situation, is of more importance than the one which emphasises the wisdom of a compact federation of engineers, firemen, switchmen and brakemen for mutual protection when their rights and interests are involved, because the question of honest pay for honest work is a supreme question in which all are involved, and here we repeat that the wisdom of such a federation cannot be questioned by railroad corporations, since they federate for mutual protection against labor when it complains of unjust treatment at their hands.

We are not unmindful of the fact that strikes of railroad employes are disastrous. We need not be reminded of their cost in sum totals of dollars, nor the sufferings they entail upon those who, to secure justice at the hands of corporations, accept the sacrifice with heroic devotion to right. We would have a settlement of every dispute without a resort to extreme measures. We would have employer and employé meet amicably and in a spirit of fairness adjust every grievance. We would have employers recognize their employes as men upon whom vast and exacting responsibilities devolve, and without whose services railroad operations would cease as certainly as if by a decree of Jehovah. Nor would we have employes demand more than their rights, tested by any standard which might be accepted as embodying approximate justice, but we would have employes consulted in all such matters and their consent obtained, because, while recognizing to

the fullest extent the power and value of capital in carrying forward the enterprises of the day, we know that it is inert and powerless until vitalized and set in motion by labor.

Viewing the subject from such stand points, we venture the prediction that the day is near at hand when the Brotherhoods of railroad employes will federate for mutual protection, and we further predict that when such a federation is perfected, railroad strikes will be numbered among things of the past. It will not be a federation against capital, but, on the contrary, a federation seeking a closer alliance with capital—an alliance which will be just to all parties concerned, an alliance in which arbitration, mutual concessions, shall take the place of strikes, a federation for the purpose of investigating for justice, of enthroning the right, which may be found if the seekers are in earnest, and which when found and established exiles jealousy and distrust and inaugurates peace, contentment and prosperity. Federation means victory for the right, and the great strike on the C., B. & Q. has brought its necessity into such bold relief that its advocacy becomes a duty and its consummation will be fraught with incalculable blessings, not only to employes, but to employers, to society and to the whole country.

P. M. ARTHUR.

The organization of the Brotherhood of Locomotive Engineers, without dealing in extravagant expression, may be accepted as phenomenal, and all the more so from the fact that in twenty-four years, without any resort to questionable appliances, it has grown from small beginnings to be the most powerful and beneficent organization of skilled workmen in this, or in any other country. If there are now in operation 148,000 miles of railroad in the United States, there must be about 32,000 locomotives and hence we infer the same number of engineers to man them, and of this number not less than 25,000 are enrolled under the banner of the Brotherhood of Loco-

motive Engineers with P. M. Arthur as their Grand Chief Engineer, a title which he wears modestly and an office which he fills courageously and efficiently, and in which, without ostentation or selfishness, he studiously seeks to promote conjointly the welfare of the Brotherhood and the great enterprises in which engineers are engaged.

In his responsible position, P. M. Arthur has won distinction and an enviable fame by earnestly seeking to find the right, and in standing heroically by the right when found. He has won recognition and the confidence of railroad magnates, not by fawning and truckling, but by the presentation of rights and wrongs as they have appeared in the grievances of men in their employment in a way that convinced employers that their interests would be subserved by giving the matter prompt consideration. In doing this Mr. Arthur has rarely laid down an ultimatum. He has recognized the force of reason. He has taken a common sense view of human affairs. He has not gone into court claiming all the right, and as a consequence has been in a position to concede something, if thereby wrongs were modified and the right more nearly approximated, and in pursuing this wise and conservative policy he has endeared himself to employer and employé, and has had, to an exceptional degree, the confidence and support of the powerful Brotherhood of Locomotive Engineers, whose growth and prosperity under his guidance has won universal recognition.

But it is not given for the right always to win victories over wrong, and it may be that in the struggle with the C., B. & Q. railroad system, corporate wealth in alliance will be too potent, and that the wrong may for a time triumph. But, though such may be the case, the result in no wise dwarfs P. M. Arthur. On the contrary, the conflict has served to bring the nobility of his character into still greater conspicuousness. His words and his deeds have been for equity. He exhausted every resource to establish

justice between man and man, and whatever may be the final result, P. M. Arthur's name is secure from reproach.

Nothing is easier than fault finding, censure, unjust criticism, and it is to be expected that a man occupying the position of P. M. Arthur will receive more than his full share of it from a subsidized press that is now as in the past in active sympathy with the organized capital of the country. It is easy to say Mr. Arthur should have done thus and so, or that he should not have done thus and so, but with all the facts before us vivid as lighting, we are prepared to say that Mr. Arthur nobly exhausted every honorable expedient to prevent the C., B. & Q. strike, and that extreme remedies for flagrant and chronic wrongs were only resorted to when further concessions would have been nothing less than the indorsement of the wrongs complained of, and this could not be done, as it would be yielding truth and honor and honest conviction, which Mr. Arthur could no more surrender than he could his life.

The storm, not the calm, makes the sailor, and the battle, not the drill, makes the soldier, and while at this writing we cannot predict the immediate outcome of the struggle with the C., B. & Q. railroad managers, we are confident that it will serve to add indefinitely to the experience of Mr. Arthur, which when another occasion demands his services, will be of incalculable value. In closing this article it affords us satisfaction to say, and having been on the ground we speak by the card, and whereof we know, that in every exigency for two weeks of excitement and intense solicitude, Chief Arthur maintained mental poise, and hourly surveyed the field of operations like one who, knowing he was right, dared to go ahead, giving expression only to such thoughts as indicated a correct estimate of the magnitude of the issue, and hopeful for the right, because it would be beneficial to the roads and to the those who, as the facts abundantly established, asked only for their rights.

MARVIN HUGHITT.

When men succeed in life by virtue of industry, close attention to business, by frugality and integrity, until they advance to positions of great trust and responsibility, the general public takes great satisfaction in having a knowledge of their methods of business and such traits of character as are certain to form topics for discussion in business and industrial circles. Such an individual is Marvin Hughitt, President of the Northwestern Railway Company. We are not in possession of information to write of President Hughitt as would interest the readers of the *Magazine*, but brief notices, going the rounds of the press, will enable the reader to form pretty correct ideas of the man. President Hughitt is represented as a plain man, who is totally without ostentation. Money and position have not spoiled him. It is said that "his office is a plain one and easily entered." We infer that his office is not a throne room, not aristocratic, but rather a place of business which may be entered by any man who has business with the Northwestern's President without embarrassment. As a matter of course President Hughitt has his private car but it is built for use rather than luxury, a fact which illustrates the character of the man, and hence, it is not surprising that President Hughitt "is plain in his speech, mode of living and dress." It seems that the President of the Northwestern has been all his life a student of finance—not kiteflying finance but finance as it is understood by men who adhere strictly to legitimate methods of making money. As a consequence the Northwestern is always a dividend-paying road and its stock is kept above par and is held in small amounts by widows and orphans who have faith in its management, than which no higher compliment can be paid to those who control its affairs. Manifestly, Mr. Marvin Hughitt is a model railroad president. The only regret is there are not more of his type. If there were more railroad presidents like Mr. Hughitt, there

would be fewer railroads in the hands of receivers, fewer railroad wrecks, a less number of high officials with low reputations for integrity, a less number of strikes and disturbances. Fortunately model men exert a powerful influence in the world of business—and it is something more than a fancy that the time is not remote when the great majority of railroad presidents, seeing the splendid success of President Hughitt in managing the Northwestern will make him their example and make their properties like the Northwestern, dividend-paying investments.

THE PACIFIC RAILROADS.

In a recent number of the *Railroad Gazette* it is stated that "the present state of the Union Pacific affairs is this: The company owes the government in round numbers \$50,000,000; \$27,000,000 U. P. subsidy, \$6,000,000 K. P. subsidy, \$17,000,00 net arrears of interest, etc."—in a word, the Government has invested \$50,000,000 in building these roads. The roads have been so managed that a number of individuals have become immensely rich. They have acted dishonestly. They have corrupted individuals, legislators, congressmen and courts—all of which is sad—very sad. The investigation of the affairs of the Pacific roads has brought to light stupendous corruptions. But it so happens that the Government, do what it will, can never get a dollar from the men who have profited by their wrong doing. They are safe. The Government has a right to feel indignant, and if it could punish the rogues there would be general satisfaction. But as there is not the remotest probability that anything of the kind can be done, any legislation by congress in the line of penalty, that remotely affects the efficiency of the roads, will prove bad policy. According to the *Gazette*, from which we quote, it is proposed to enable the Government to get back its investment with interest. FIRST—"To sue the old management." SECOND—"To increase the percentage requirements under

the present system." THIRD—"To declare the charters forfeited and reorganize the roads at once." FOURTH—"To extend the time of payment of the debt." We do not propose to discuss any of these propositions. We coincide fully with the theory of the *Gazette*. The fourth and last proposition is the only one feasible. Either of the other three would doubtless make matters worse instead of better. It ought to be possible to operate the roads honestly from this time forward, and make them of great public service. But the point we make is this: Suppose the Government does not get back its \$50,000,000. Suppose that amount is irrecoverably lost. What considerations arise as compensations for the loss? Are there any compensations at all? The Government is the people. According to the statement, subsidies and accrued interest the people are out of pocket less than \$1.00 per capita. Leaving out of consideration the items of interest, less than 66 cents per capita. Manifestly, the money ought to have been paid back, and but for dishonesty would have long since been paid over. But looking at the subject from another point of view, considering what the roads have done in developing the country, in developing its resources, in multiplying farms, and increasing the sum total of agricultural products, in aiding the westward march of empire, the increase of population in the far west, the opening of mines and the development of the mineral wealth of the country, and, above all, in chaining and riveting the East and the West together with steel bands, irrevocably indissoluble, necessarily making the people homogeneous, contributing beyond all estimate to the unity, the oneness of the people, a perpetual guarantee of union—we say, considering such things, are not the roads worth indefinitely more to the country than the claim the Government—the people—has against them? We regard it, all things considered, a wise investment, though the Government should be required to place the \$50,000,000 to the account of loss. But

such a contingency need not be discussed. We hold that it is possible to manage the Pacific railroads honestly. The nation is not bankrupt in integrity. The men who have robbed the Government, who have been the authors of corruption, are known. They can be removed from the management of the roads. Honest men can be found to administer the great trusts, and this done, in time, the Government will receive its due and the roads made to contribute to the general welfare.

RAILROAD LEGISLATION.

Every community has its share of men who labor under the impression that legislation is the one sovereign remedy for, by far, the largest portion of the ills which afflict society, and unfortunately, every law-making body in the country, has a sufficient number of these visionaries to create the impression that the people who elect them do not discriminate between practical and piratical policies. In a majority of cases as soon as a Legislature meets it is flooded with bills, in some way, and to an extent more or less pronounced, interfering with railroad operations. Anyone familiar with legislative proceedings during the past ten years has noticed a class of "Honorable" in legislative halls loaded with great ideas touching railroad affairs, the impression being that in some way railroads are antagonizing public welfare and that one of the great demands upon the law-making power is to restrain them, keep them within bounds, and place such obstacles in their way as shall prevent them from spreading ruin and devastation wherever the whistle of the locomotive is heard. Such legislators seem to be permeated with the idea that railroads are public enemies and are to be treated as such. As a consequence bills are piled upon bills designed to prevent railroads from becoming calamities to the country which is so unfortunate as to be brought under their influence. This may seem as putting the case in

a light in which fact reads like fiction, be that as it may, what we have stated is known to be true, and facts would warrant the disclosure of motives which would make much of the so-called railroad legislation exceedingly obnoxious to all honorable men.

It is not required to discuss the whys and wherefores of railroad building nor the motives that have prompted men to invest their money in them. It is not required to be said that every railroad has been built by philanthropists for the sole purpose of advancing the welfare of others, regardless of the interests of its investors. Nevertheless, it is a fact that railroads, whether dividend paying or not, have been of incalculable value to millions, and that their removal would be calamitous beyond computation. The operating of a railroad in a way to make it pay, demands first-class ability, and, since a railroad that pays dividends is vastly better for the State than one that is bankrupt, railroad prosperity should be hailed by legislators as an evidence of general prosperity worthy of high commendation rather than the proposal of measures calculated to cripple their efficiency, and reduce their earnings to a point where earnings simply meet expenditures.

It is not assumed that no railroad legislation is required. Such is not

the case; there are questions arising which must be settled in courts, and laws that are just and equitable are not antagonized by railroad officials, but in the passage of any law directly or indirectly bearing upon railroad operations, no feeling of opposition should ever be manifested. On the contrary, legislation in railroad affairs as in any other business enterprise, should be distinguished by a liberality, by a purpose to help, rather than by narrow prejudices, all too often exhibited when in legislative bodies railroad interests are under discussion. And it should be understood that narrow-gauge legislation which embarrasses the operations of railroads is not good for their employes. On the contrary, and it requires no argument to establish the fact, if railroads are so crippled that profits are reduced, the employe is about the first to feel the misfortune. We are inclined to the opinion that common sense views in such matters are gaining a healthy ascendancy, and that in future, when legislation is required, it will bear the stamp of a larger share of wisdom than hitherto as a general proposition has characterized it. The country now has large experience, and it is a school in which even very feeble minded men learn to distinguish between right and wrong.

HAPPINESS.

Whatever lot may fall to me,
Whatever my estate,
My only happiness can be
The good that I create.

No act of good can e'er be lost
Or fail of its reward;
They who to others give the most
Shall have the most from God.

SUCCESS.

To know
That which before us lies in daily life
Is prime wisdom. —[Milton

The world is an orchestra, and men are the players. All are playing some part in the production of life's harmony—some wielding the baton, and fired by the sympathy of lookers-on; others feeling they are but second fiddles—humbled by conscious inferiority, drudging on like a tread-mill horse, plods through his monotonous task. Our object will be to show the reasons of this inequality, and especially how, whether one plays first or second fiddle, or is gifted with talents, that may qualify him to act well his part where all honor lies. The path of success, never a primrose path of dalliance, is steeper—more thorny to-day than ever before. Never was competition in every calling and pursuit so fierce as now. Never did success demand for its attainment such union of physical and intellectual qualities—of activity, alertness, boldness, decision, prudence, and persistence. It is true, the objects we pursue with so much ardor are insignificant in themselves, but this proves by no means that they are unworthy of pursuit. He who cultivates a tree derives far more satisfaction from the care he bestows upon it than from the fruit it may bear. Again, while success is necessary to happiness, it must be remembered the term is a relative one; in other words, there are many degrees of success; among which the highest are neither attainable by all, or essential to felicity. A man may be a successful physician, a successful merchant, though he may never accumulate the wealth of a Gould or Vanderbilt. Writers are continually telling the young men that they, too, may shine as stars in the firmament of art, science, or mammon, provided they scorn delights, "out-watch the bears," concentrate their energies, and convert individual diamond dust into diamonds. From the spirit of these appeals one would suppose that every human being at birth is endowed with energy adequate to results; provided he was properly educated, and labors long and hard, he may then astonish the world. All the great lights of physical science, of art, and literature, have attained to eminence by steps easily traceable to themselves, and which all other men may follow, if they concentrate their efforts upon one point. The Almighty has given men arms long enough to reach the stars, if they will only put them out. If man will only exert himself to the utmost, there is no height of greatness to which he may not attain. Great men make great occasions; nay, more they are great occasions, the beacon lights on the line of human progress; they make, they constitute history. Let every man put forth his whole strength, and not trouble himself

with the question whether he has genius or not; if you have great talents, improve them by industry, if but moderate ability, supply the deficiency by persistent labor, the more limited your powers the greater need of effort. "Nothing is denied to well directed labor," nothing is to be obtained without it; to a large extent, industry supplies wants of parts; patience and diligence, like faith, remove mountains. What men want is, not talents, it is purpose; not the power to achieve, but the will to labor. It is wonderful with what slender qualifications one may under favorable circumstances, attain success. Not by rank, by wealth, by eloquence, or talents, but by good common sense, industry, good principles, and a good heart—qualities which no well-constituted mind need ever despair of attaining. We are all Micawbers at heart, fancying that "something" will one day "turn up" for our good, for which we have never striven. Hence we see thousands fold their arms and look with indifference on the great play of life, keeping aloof from its finest and most arduous struggles, because they believe that success is a matter of accident; estimate as highly as we may the powers of the individual in the achievement of success, there is yet another factor in the product, the power of circumstances, which we cannot ignore. Nature being a sower of men, and constantly putting her hand in the sack, distributing the same proportionate quantity and quality of seed, but in the handfuls she scatters, not all germinate. A certain moral temperature is necessary to develop certain talents; as the temperature changes, so will the species of talent change. There are times in every man's life when, he is inclined to believe that his career is directed by an ironical fate which finds a pleasure in mocking his best plans and his most strenuous efforts are unexpectedly reversed, he finds himself baffled at every turn and sits down in despair and says to himself: "It is useless to struggle, all things have conspired against me, I cannot extricate myself, and the sooner I cease to fight against destiny the better." We talk of life as a journey; "how variously is that journey performed!" There are those who come forth girt, and shod and mantled, to walk on velvet lawn, where every gale is arrested and every beam tempered. There are others who walk on the Alpine paths of life, against driving misery, and stormy sorrows, over sharp afflictions; walk with bare feet and naked breasts, jaded, mangled and chilled. One of the prizes of life for which men struggle, is dependent on success, sometimes the result is failure. It cannot be denied, that, there is, in the sense already explained, an element of chance to which success is sometimes owing; while circumstances may make or mar a man, it is equally true that he often

makes his own circumstances. Every man is placed, in some degree, under the influence of events and other men. They may operate against him at times, but rarely so as to overwhelm him, and if he bears up manfully, with a stout dogged will, he may win the success that he has at heart. There is hardly any person who is not qualified to shine in some calling and it is far better to be at the head of an inglorious calling, than at the foot of one that the world calls respectable. Never desert your true sphere, or your own line of talent, even where nature's indications are obscure, it is not safe to neglect them. The one requisite to success in life is to be a good animal. In any calling or profession, a pound of energy, with an ounce of talent, will achieve greater success than a pound of talent, with an ounce of energy. A mechanic may have tools of the sharpest edge and highest polish, but what are these without enthusiasm. Help yourself, and heaven will help you. He who begins with crutches, will generally end with crutches. All difficulties come to us, like the lion which met Samson; peril is the very element in which power is developed. Ability and necessity abide near each other. The world, though, rough is a good school, better than books, better than study, for it makes man his own teacher, and gives him that practical talent, which no school or college can impart. The difficulties which dishearten one man, only stiffen the sinews of another, who looks on them as simply things to be vanquished, a kind of spring-board by which he can vault the gulf of failure to the solid ground of success. Let every man who has any faith in himself, take earnestly hold of life, scorning all props, all crutches, and life preservers. Let him believe that no man in God's earth is willing to help him, and, instead of being one of the foiled potentialities of which the world is filled—one of the subjunctive heroes—let him be in the imperative mood, and do that of which his talents are indicative. Be true to yourself, if you would have the world true to you. Whatever your calling, master all its bearings and details, all its principles, instruments, and appliances, let nothing escape your notice; sound it from its lowest note to the top of the compass. Whatever is worth doing at all, is worth doing well, it is better to do a few things carefully, and precisely as they should be done, than double the amount in a loose, slovenly way, it matters little what virtues a man has, if he is habitually inexact. Every man who would get on should put his heart into everything that he does, to fly from them is only to exchange them for a different, and perhaps a more teasing class. There are many persons who begin the voyage of life against both wind and tide, and it seems at times as if they were doomed to "wage with

fortune an eternal war." But who ever heard of a man's failure to succeed at last in any business which he had stuck to for ten years. There is no calling or profession so forbidding, no work so crabbed, that a man who strives to extract the most happiness from it may not twine about it the roses of fancy, and hide the most of its thorns. Therefore cultivate cheerfulness, and the specter of neglect, unkindness, and despair will fly before it as fogs before the sun. Finally it should be remembered that success in life is to be regarded as a means, not as an end; and there is such a thing possible as unsuccessful success.

Old Reliable.

SELF-ADVERTISING.

Although men are accused for not knowing their own weakness, yet perhaps as few know their own strength. It is in men as in soils, where sometimes there is a vein of gold which the owner knows not of.—*Swift.*

Shall a man be his own trumpeter? or, relying on his merits, shall he aim to be rather than to *seem* qualified for his business, and leave the world to find out the fact for itself? This is a question which confronts every man at the outset of his career. How the world has answered it we need not say. The mythologists tell us that Minerva threw away the flute when she found that it puffed up her cheeks; but if in this age men cast away the flute, it is to use a more potent instrument of puffing, by blowing their own trumpets. This instrument, it is almost universally agreed, should be of brass. Not only in trade, but in all the professions, self-trumpeting is now acknowledged to be the great talisman of success, and the man who can blow his horn the longest and loudest is regarded as the most likely to reach the pinnacle of riches and respectability, if not of honor. The old-fashioned modes of securing patronage or custom, by strict integrity and quiet attention to one's business, are scouted on all hands. Merit is voted "a slow coach," and modesty a humbug. A writer in one of our most popular magazines goes so far as to assert that a tinge of charlatanism seems almost necessary to a career, whether in business, literature, art, or science. A little unscrupulousness generally flavors the finest achievements. Nature insists, apparently, that the best of us shall use some contrivance, and will permit nobody to neglect it entirely, without suffering penalties. Acting under this doctrine, an enterprising tradesman, whose business chances to be hat-making, never dreams of setting himself diligently to make better hats than another, so that the heads of the human race may be more honorably covered; but he sets up an enormous lath-and-plaster hat on wheels, and sends it circulating through the streets with the speculative

hope of persuading us into a conviction of his superiority, and thereby gaining an influx of custom. He outbids the world for its patronage by the boldness of his proclamations, and expects to succeed by the very extravagance of his pretensions. Gullibility is deemed the surest avenue to success, and hence human ingenuity is evermore racked and tortured for new means of attracting and securing attention, the results of which everywhere confront us—on the walls of buildings, in endless circulars, in newspaper advertisements, in boys at street corners thrusting slips of paper into your hands, in huge placards borne on men's shoulders, and in the lumbering caverns with ear-stunning bands of music which obstruct the thoroughfares of our large cities. Blow your own trumpet is the advice of every one, if you do not wish to be trampled under foot in the rush of competitive strife, and die in obscurity. Sound your charge and ride over somebody, or somebody will sound his charge and ride over you. Now and then you meet with a simple-minded man who gives all his soul to doing his work well. But this, the worldly wise will tell you is an egregious mistake. Such a mode of procedure might do in some instances, but is totally out of place in this puffing, advertising, bill-sticking part of creation. The art of self-advancement is not so much to do a thing well, as to get a thing which has been moderately well done largely talked about. That this policy, however sharply it may be censured, is more conducive to success than its opposite, cannot, we think, be doubted. How often do we see families taking high rank in the social scale, without any adventitious circumstances to back their pretensions, simply because they set a high value upon themselves, and discourage all intimacies except from aristocratic quarters! How often, too, do we see the reverse exemplified in families that have every factitious advantage, but which never rise in the social scale, because they never stickle on the score of dignity, and are ready to receive advances from all persons, even the humblest and most plebeian! So the modest maiden links herself to some shallow coxcomb, who is every way unworthy of her, but whose whole demeanor and conversation show that he deems her honored by his addresses. It has been a standing complaint against the sex that they yield too readily to brazen-faced assurance, recognizing those virtues only that are played off like the ring on the finger; that "are written as a scroll on the bold front, or triumph in the laughing eye." So do we often determine our position in less important relations, at the festive board, or in the social intercourse of man with man. What is more common than to see the different jests of a professed wag echoed

with loud laughter, because his own lungs have begun to crow like a chanticleer before he has uttered them, while the timed, self-distrusting, nervous humorist stammers out the wittiest conceits that are doomed in the doubtful delivery, and excite more pity than merriment? Does not the empty, noisy debater, who puts forth the weakest arguments "with a confident blow, and a throng of words that come with more than impudent sauciness from him," too often carry off the palm with the multitude in preference to the logical reasoner, who, by his less positive and assured manner, his qualifications and hair-splittings, awakens a doubt of the strength of his convictions? Let us not be misunderstood. We would say to the aspirant, "be not too fastidious or over-sensitive," we do not mean, "be unscrupulous." Better sink into the abyssal depths of failure than give your conscience a single pang. But is there no medium between the two extremes—between the noisy, blatant pretensions, that are forever stunning us with proclamations of their own ability, and the excessive humility which "strips itself to a buff-jerkin, to the doublet and hose" of its real merits, and shrink into a corner, frightened at the smallest shadow of its own fame? Assurdly such a medium there is, difficult to describe exactly in words, but not impossible to realize in practice; and at this every one who would succeed in life by honorable means should aim. Because there is danger of invoicing yourself above your real value, it does not always follow that you should underrate your own worth. Because to be successful, conspicuous, known, you should not retire upon the center of your conscious resources, you need not necessarily be always at the circumference of appearance. But, of the two, an excess of modesty is worse than an excess of pride; for it is in fact, an excess of pride in another form, only it is more hurtful to the individual, and less advantageous to society, than the grossest and most unblushing vanity. It is true we all patronize humility in the abstract, or when enshrined in another, it worships ourselves. We have to meet a lowly man, who never piques our vanity, or thrusts himself between us and the object of our pretensions. There is no one who, if questioned, would not be found in the depths of his heart secretly to prefer the modest man, proportionately despising the swaggerer who "goes unbidden to the head of the feast." While such is our deliberate verdict when taken to task in the matter, it is not the one we practically give. The man who entertains a good opinion of himself always contrives, somehow, to cheat us out of a corresponding one, to a considerable extent; and we are too apt to acquiesce in his assumptions, even though they may strike us unpleasantly. Nor is there any-

thing strange in this. It is but natural that we should yield more readily to an active than a passive claim upon us. "Admiration, like mocking, is catching, and the good opinion which gets abroad of us, begins at home." The great mass of men have no time to examine the merits of others. They are busy about their own affairs, which claim their attention. They cannot go about hunting for modest worth in every nook and corner; those who would get their good opinion must come forward with their claims, and at least show their own confidence in them by backing them with vigorous assertion. If, therefore, a man of tolerably fair talents arrays his pretensions before us, if he duns and pesters us for an admission of his merits, obtruding them upon us incessantly, we are forced, at last, to notice them; and, unless he fairly disgusts us by the extravagance of his claims, shocking all sense of decency, we are inclined to admit them, even in preference to superior merits which their possessor, by never pressing them upon our notice, seems to undervalue. From all this, it will not appear strange that a degree of assurance is so essential to success in the world. The difficulty is not that we do not decide fairly between the modest and the pretending, when we actually weigh their claims; but we are constantly apt to forget the true merits, from their unobtrusiveness. Unless something peculiar arouses us, we fail to notice them; and they are in as bad a predicament as if they had never existed. The self-esteeming, on the contrary, are always on the alert, pushing their claims wherever and whenever they can obtain an advantage. Believing that, "continual claims keep alive the title to an estate," they omit no opportunity to enforce their pretensions, but keep them ever before us. By dint of continual assertion they worry the arbiters of fame or favor out of that which their unbiased judgment would assign to the more humble. Besides, one hates to be always setting a high value upon those who set no value upon themselves, and who sneak away into the obscurest seats on all occasions. Great deeds they may have done, possibly, evincing brilliant abilities, but who can believe the fact, while they, themselves, never speak of them, except, perhaps, to underrate them? It is the opinion we appear to cherish of ourselves, from which others take, in a great measure, their opinion of us on trust. It is taken for granted, in an age like the present, that every man pretends to the utmost he can do, and he who pretends to little is apt to be thought capable of nothing. In short, lowliness and "unobtrusive worth" are very pretty in theory, and pleasant to read of in moral disquisitions: but he who relies on them; who is always crouching in a corner, and

cannot ask for his due; and who goes about "with an air of perpetual apology for the unpardonable presumption of being in the world;" who never puts himself forward, or, if he does, does so with the forlorn hope with which Bagg's, the carpenter, begs the audience to take him for a lion; who cannot say that he wants anything, or cannot say it with sufficient loudness and pertinacity; who cannot make himself prominent at the right time, though he knows it to be the right time—may be a beautiful object of creation, very lovable, and very much to be admired, but must expect to be not only outstripped, but knocked, crushed, and trampled under foot, in the rush and roar of this nineteenth century. It is a common trick of persons who have failed to get on in the world to put on an air of injured innocence, and to complain of the world's injustice in conferring its honors and patronage on merely pushing men, while they, whose claims are solid, are neglected. No old saw is oftener repeated than the threadbare one about modest merit being neglected, while pretentious demerit is loaded with riches and applause. It is too often a cant, by which indolent and irresolute men seek to lay their want of success at the door of the public. Modest merit, however, is too apt to be inactive, or negligent, or unconstructed merit. Well-matured and well-disciplined talent is always sure of a market, provided it exerts itself; but it must not cower at home and expect to be sought for. There is a good deal of cant, too, about the success of forward and impudent men, while men of retiring worth are passed over with neglect. But it usually happens that those forward men have that valuable quality of promptness and activity without which worth is a mere inoperative property. A barking dog is more useful than a sleeping lion. To think meanly of one's self, it has been truly said, is to sink in one's own estimation as well as in that of others. As the thoughts are, so will the acts be. Man cannot aspire if he look down, if he will rise he must look up. The sum of the whole matter is, self-reliance makes ability available. More than this, it frequently leads to the very possession of the qualities only at first assumed. A man of the most ordinary powers, inspired and strengthened by this principle, will often perform a giant's labors, while without it the noblest intellect will expand itself in the triflings of a dwarf, and be eclipsed by inferior talent, endowed with little merit beyond that of mere assurance. Do not, then, expect the world's attention or patronage while you sit in solemn dignity, with folded arms, in the chimney corner. As well might you wait, like the rustic, for the stream to run by. In the closet you should undoubtedly act on the assumption that your intellectual attainments fall far

short of what is required by the necessities of your station. But in the world's busy hum, an unshaken confidence in your own resources should be the firm conviction of the understanding, and the genuine feeling of the heart. Put yourself forward, then, if you would be known. Blow some kind of a trumpet, or at least a penny whistle, to draw the world's eye upon you; but be sure that you are what you pretend to be, before you blow; then, having entered the arena, if you fail, woe be unto you! But if you triumph, your fortune is made.

G. H. Whitney.

SKETCHES BY A NAVAL APPRENTICE.

No. IX.

Immediately after the departure of the Admiral, the Admiral's pennant was hauled down from the mizzen mast head and the Captain's run up at the main. Captain Taylor was ordered home on account of illness, this left the ship under the direct command of Lieutenant Commander R. P. Leary. This change of commanders was looked upon by the crew with a feeling of dread, as Mr. Leary was against anything which would enhance the comfort of the men. As it was, he told us that he would make the ship so hot for us that we would be able to light our pipes on the ring-bolts. Sunday, June 5th, being the first Sunday in the month, general muster was held. At this muster the articles for the government of the navy are read. After this the men are required to pass before the commanding officer one at a time and be thoroughly inspected. On Monday, June 6th, we hove up anchor and steamed up the river to the Navy Yard. During our stay at the yard we passed the time very pleasantly with base ball games, boat racing, etc. At this time the ship was without a captain and the fleet without an admiral. The navy department accordingly ordered Rear Admiral Geo. B. Balch and Captain McCann to take command of the ship and fleet. These gentlemen reported on board and their orders were read to the assembled ship's crew. As the Admiral had but two years to serve before retiring from active service, he was anxious to make a short cruise to the southern seas. The Navy Department in compliance with his earnest request, granted him a roving commission. The Admiral ordered the ship to be put in readiness for sea. On August 9th we passed out through the golden gates bound southward. On this passage we called at Pichilique, Lower California; Mazateco, Mexico; and Panama. Our trip thus far was without any occurrences worthy of note. We remained at Panama one week and set sail for Callao, Peru. On the second day out from Panama we were startled by an alarm of fire. These

alarms are sounded frequently at night in order to drill the men in their several duties as firemen. This time however, the alarm was not for drill but was a stern reality, for an oven situated on the berth deck had burned through the deck and had set fire to the forward magazine containing ten tons of powder. We immediately furled all sail and put the ship before the wind so as to prevent a spreading of the flames. We then hastened to the scene of fire. We found on entering the magazine that the powder tanks had become so hot that it was impossible to touch them. The flood cocks were at once opened and the magazine flooded and thus the old ship saved. The fire was first seen by a prisoner in irons who was awaiting transportation to the United States to serve a five years sentence. The Admiral released the man at once and returned him to duty. I will endeavor to explain how powder is put up for storage on board ships. The powder is first made into charges to suit the several guns. For instance we take a 9-inch gun. For this gun thirteen pounds of powder is put into a charge-bag made of bunting and the two side seams are sewed up with three stitches per inch. The mouth of the bag is at the smaller end. The mouth is tied. These charges are then put into heavy tanks made of lead, sixty charges to the tank. The mouth of the tank is secured with an airtight clamp. A fire could rage in a magazine for an hour or more without producing an explosion.

On our passage southward we anchored at several small ports in Equador and northern Peru. At Payta (Peru) we painted ship preparatory to entering Callao. At Chimbote we entered the harbor to inquire after our people living there. During our stay at this place Captain Jos. Fyffe, who had relieved Captain McCann at Panama, gave us a sample of Yankee grit, viz.: Ever since the war began United States vessels were closely watched by fast sailing transports. One of these, the Amazonas, appeared off Payta and had since followed us observing our every movement. One morning about 8. A. M. we saw a large iron-clad steaming into the harbor, all cleared for action. She made a running mooring and her captain, an American, Simpson by name, came on board. He was received by Captain Fyffe. Captain Simpson then proceeded to make known his business. Patricio Lynch, the Commander-in-Chief of the Chilean army and navy had somehow or other conceived the idea that our government had decided to capture Chimbote for a coaling station for our ships, also that war had been declared against Chili. On the strength of this foolish notion he ordered Captain Simpson to run down to Chimbote and capture or sink us. As Simpson was speaking I

could see Captain Fyffe's fingers working convulsively; suddenly he blurted out: "Captain Simpson, return at once to your dago ship and start the ball; you have the best ship, but by heaven we have the grit, and promise you the liveliest twenty minutes you have ever seen." He then ordered the men to clear away the battery and called all hands to clear ship for action. During the clearing process Admiral Balch came on deck to find out what the trouble was. As he arrived close to the two captains he heard Captain Fyffe remark: "Simpson, you go back to Callao and tell Paddy Lynch for me that he is a fool and that I will tell him so when we meet again." Admiral B. interrupted them thus: "Why Captain F., that is worth more than your commission." Fyffe answered with: "Admiral, I do not care a d—n; I have a farm in Indiana, if they kick me out of the service I shall turn farmer." They then went below and fixed the matter up somehow. At this time a paper called the Panama Star, printed in Spanish and English, had issued an extra stating that war had been declared and large armies and fleets were en route. This I suppose was the cause of Lynch's hasty action. The crew were red hot for immediate action and would have done their best. The day following the arrival of the Chilean iron-clad, we proceeded south to Callao. At this time Peru was in a tight place; Bolivia, her ally, had been whipped out of the contest and the Chileans were at St. Johns, twenty miles from Lima the capital and the Chilean fleet ready to bombard Callao. Peru had no navy to speak of, she had a gunboat (the Union) and an iron-clad something after the fashion of our monitors. The day following our arrival at Callao the Chilean army under Gen. Bacudana defeated the Peruvians under Perrola at St. Johns and forced them back toward the defenses about Lima. Our American citizens became fearful that they would not be respected and that their property would be destroyed. They accordingly authorized the American Minister, Mr. Christiancy, to solicit aid from the fleets. The Admiral on orders from President Garfield and the Secretary of the Navy, formed an alliance with the English, French and German ships for mutual protection to all European residents. Each ship landed all the men they could spare, in all about 1,200, and Lieut. Commander Heyerman of our ship was chosen for the active command. The Admiral would not permit the apprentice boys to land as he felt that he was responsible for our safe return and as we were yet minors. We did not look at the matter in that light and we immediately telegraphed to Washington stating that we had enlisted to serve the flag under any and all circumstances; an answer was received by the Admiral who, though displeased by

our action in this matter, praised us highly for our patriotism. We were formed into a company by ourselves commanded by Ensign Sharp, a nephew of Gen. Grant, and that we did good service can be seen by reading Lieut. Meigg's account of the Chilean-Peruvian war. Directly after landing we marched to Lima and thence to Mira Flores, where we witnessed the bloody battle fought there in which the Peruvians were badly beaten. The army fell back to Chovillos, a beautiful villa five miles from Lima. It was at this place that our Minister obtained a stay of hostilities to try and get the Peruvian Government to accept terms as advanced by Chili. The armistice was to last from 11:30 A. M. until 4:30 P. M., so that if the terms were not satisfactory the Chileans would advance, finish their triumphant march and enter the city of kings, the city of the Pizarros, "Lima." About 12:00 M. Perolla, the miserable coward, massed his men and whilst the Chileans, relying on his honor as a soldier were scattered foraging on the hills he made a sudden movement forward and took the Chileans by surprise. It became our duty to hold him to his agreement, we did so, but before we could bring him to his senses the Chileans re-formed and with the cry of "Morto Peruvia" (kill Peruvians) they charged the Peruvian center and such confusion as existed at that time beggars description. The Peruvian army was completely demoralized, a panic ensued, orders were laughed at and the struggling troops threw their arms and uniforms away and fled pell mell toward Lima. During this fight 5,000 able cowards remained idle on the road between Lima and the battlefield whilst their brother countrymen were giving up their lives by thousands only a few miles away. This was the grand reserve army. A great mistake was made in this battle. The soldiers were armed with every make of weapon known to civilized warfare. For instance one regiment had Springfield rifles, another Martini-Henry rifles, another the Remington rifle, etc. In the early stages of the engagement ammunition ran short and more had to be forwarded to the front. The men who had Remington rifles received Springfield cartridges. In fact a general and useless mixture resulted. Some cartridges would not enter the piece at all, and some would slide through and out at the muzzle. The men we might say were in a manner defenseless, and as soon as this fact became apparent they became like a flock of sheep and fled. Perrola, by a skillful movement, cut through the Chilean right and with about 7,000 men escaped to the mountains. The Chilean army re-formed and entered Lima. The manner in which the entry was made is worthy of universal praise. There was no pillaging, no lawlessness, everything was done in order and the people of Lima

rested in peace the first time since the war began. Peru was fearfully and fairly conquered. It was useless to prolong the struggle but they would not give up. The last echoes of the guns at Mira Flores had scarcely died away when the deep boom, boom of the heavy guns at Callao told us that the bombardment had commenced. The Peruvians held Callao, the Chilean fleet was before that fated city, the Chilean army was in their rear at Lima only nine miles away, a forlorn hope indeed. We hastened on to Callao. It was amusing to us on entering the streets to find people all lying on the floors of the houses with two and three mattresses piled on top of them to protect them from the shower of shells which fell thick and fast. We tried to shame the men into manning their almost deserted batteries, we even tried threats but they were completely cowed. We could not get on board of our ships as they had been moved out of the range of fire to the other side of the bay. We were compelled to remain on shore. It is well that we did so, because at night the Peruvian soldiers went through the town setting fire to property. It became our duty to watch business houses and dwellings belonging to Europeans, thus a great deal of damage was prevented. The Chilean army now advanced and entered Callao without firing a shot. The fleet had subdued the town, the war we might say was over. The Chileans could

find no officials, as they had fled, so they assumed complete control of the affairs of the country. Peru still had her two ships of war and a garrison at Anquipa. Anquipa is situated on a peak of one of the Andes mountains and is impregnable. Several times the Chileans attempted its reduction but in each case failed and Anquipa remained under the Peruvian flag throughout the war. Perrola appeared before Lima several times but was easily repulsed. The story of this series of engagements would not be complete if I failed to mention the very active part an American locomotive engineer and fireman played. A train was loaded with arms and stores for the Chilean troops at Lima. On the train's arrival at Lima, the engineer failed to stop but ran on and was soon in the hands of Perrola and his men at the foot of the mountains; for this they received a handsome sum of money. They had the cheek to return. They escaped death by trumping up some story about the throttle becoming disconnected and the brakes failing to work. A short time after this they played the same trick but took good care to give the Chileans a wide berth. Quiet was restored and we boarded our ships and sailed southward. I will in the next sketch write of the destruction of the Peruvian ship Union and the capture of the iron-clad Ihuascar.

Ex-Naval Apprentice.

(To be continued.)

THE RIVER AND THE TIDE.



N the bank of a river was seated one day
An old man, and close by his side
Was a child who had paused from his laugh and play
To gaze at the stream as it hurried away
To the sea, with the ebb of the tide.

"What see you, my child, in the stream as it flows
To the ocean so dark and deep?
Are you watching how swift, yet how silent it goes?
Thus hurry our lives, till they sink in repose,
And are lost in a measureless sleep.

"Now listen, my boy! You are young, I am old,
And yet like two rivers are we,
Though the flood-tide of youth from Time's ocean is rolled,
Yet it ebbs all too soon, and its waters grow cold
As it creeps back again to the sea."

"But the river returns!" cried the boy while his eyes,
Gleamed bright at the water below,
"Ah! yes, said the old man; but time as it flies,
Turns the tide of our life, and it never can rise."
"But first," said the boy, "it must flow."

Thus watching its course from the bank of the stream,
They mused, as they sat side by side;
Each read different tales in the river's bright gleam,
One borne with the flow of a glorious dream,
And one going out with the tide.

Mechanical

Slipped Eccentrics and How to Set Them.

There are a number of ways of setting eccentric cams when they have slipped. A man in charge of a locomotive, and knowing the eccentrics to be in proper position, should mark them while they are thus correct, and if they should by any chance be moved or slipped, it would be an easy matter to again bring the marks together. If this has not been done the slipped eccentric can be set by the other one on the same side, and this brings into play a somewhat novel idea, and that is, that in certain positions the valve must occupy the same place, whether the locomotive moves ahead or back. To illustrate: Suppose a locomotive to be on the forward dead centre on the right side. You wish to move her ahead, and throw the lever ahead to admit steam in front of the piston. You wish to move her back, and it would seem that certainly the piston would have to be moved the other way from the forward motion, but in reality such is not the case; the valve will, or ought to, be in the same position for the back as well as the forward motion, that is ready to admit steam in front of the piston, and force the main rod with its pin up or down as the reverse lever is back or ahead. Having shown that the valve ought to be in the same place for both motions when the pin is on the forward dead centre, all that needs to be done is to mark the position of the valve, (which can be done on the stem at the gland), while in full gear with, say, the back motion eccentric, and then bring the forward motion eccentric to the same mark, while in full gear ahead, taking care, however, that the full part of the forward motion cam must be above the axle.

Another method is to place the locomotive in full gear ahead, while on the forward centre. Block the wheels, and by admitting a little steam to the chest and moving the slipped eccentric, (be it back or forward motion), slowly till steam appears at the front cylinder cock, (which should be left open for that purpose), you may set it about correct.

Another way is simply to set them with regard to the position of the pin, for as every one should know, the big part, or belly, of the cam should ever follow the pin, and be about one-sixth of a revolution behind the pin, or in other words, when the pin is on the forward centre the forward cam should be up and about half way between the top quarter and forward centre, while the back-up eccentric should occupy the

corresponding position below the axle. But this is only guess work, while either of the other plans prove their correctness, by either the measure or the admission of steam.

Broken Tires.

Whenever a tire is broken, and partly lost, it becomes necessary to block up the wheel, so that it does not touch the rail. This is done by running the wheel on a wedge, and then inserting a suitable block in the place of the oil cellar, and having the weight of the axle and wheel rest on this block, without allowing the wheel to touch the rail. With the Mogul type of locomotive, three pair of drivers and single pair of wheels in front, the effect of the increased weight on the other wheels will not be very marked, and a locomotive of this class could be run in safety for quite a distance by somewhat slacking up the keys on the broken side, but with a two-driver locomotive the strain on the sound axle, and the truck in case it was the main tire, or on the main axle if it was the back one which was broken, would require the utmost caution in running, and if possible a transfer of part of the load to the tank, which might be done by a suitable bar inserted above or below the drawbar, so as to make that a bracket to help carry some of the locomotive.

MR EDITOR:—I have been on the sick list of late, and in consequence have not written anything for the *Magazine*. I am feeling better now and will take hold again, with the March number now at hand.

The "Wormald, Jr.," lock plate for piston bolts makes its appearance in the Mechanical Department of the March issue with two columns of reading matter pertaining thereto, and upon examining the cut of the same I find all they claim for it; but allow me to say it is not true of the style of packing mentioned, as being the best for locomotive use, as it consists of so many parts and is very rigid and compact. Now with this invention (according to cut) the piston head complete, contains six more pieces than the original, consequently we now have a total of eleven pieces upon the outside of the follower, which are liable to come loose and cause the same damage as before, doubly so, because without the invention we have but five bolts that are subject to destruction. Isn't this adding fuel to the fire within the walls of a steam cylinder? Again, should a follower bolt strip its threads, or shear its head off, what is the good of this invention? Again, this invention will necessitate additional clearance space, hence a waste of steam. Again, screwing a follower bolt up firmly (home) and it should have stopped with its square head in such a position that it will not admit of the plate closing about

it, it will be necessary to either slacken or tighten, when in the latter case possibly strain the bolt beyond its elastic limit, rendering it useless and endangering the cylinder head by its dropping off some day, while in the former it will not unscrew, but be useless as far as clamping the follower firm to the main piston is concerned, so in conclusion you may consider I do not approve of the invention.

"Coal Heaver:" Your steam gauge may indicate twenty-five pounds pressure with no steam in the boiler, because of the hair spring being too weak, or the main spring rubbing against the walls of its case, and under the above circumstances it will remain twenty-five pounds until your boiler reaches this amount. However, not coming down to the zero mark when steam is down does not signify that the gauge is not right at the blowing off point, as such is often the case and sometimes due to the calibration of the dial. I once had a gauge stop working at 140 pounds when I knew the "pop" was set for 165, and upon examining closely I found the tria liner (so-called silver reflector) that served to hold the glass from the needle dropped down where the needle could nicely wedge itself and stand instead of rising as it should.

"Mechanic:" We too have had some failures of the automatic air brake, the engineers reporting the trouble to be in the "improved engineer's brake valve." Tell me what you think of this valve, and why it is better than the old style three way cock.

"H. G. S.," Ludlow, Ky., agrees with me in regard to air pumps, etc., but differs with my explanation of pop valves I once spoke of for the benefit of "No Name," which the latter claimed was placed on the pump in such a manner as to blow off surplus air, whom I informed was mistaken, and that such valves, if any, would be found elsewhere than on the pump. Now, you come to the front and say that I am mistaken, and that pop valves are used on all pumps on your road, and conclude by saying they stick, become corroded and will not work, so you handled pump by amount of steam given it. Now, I wonder if you are not alluding to the pump governor, while "No Name" and I are discussing pop valves on air pumps.

"A Member:" A cylinder 16x21 contains about 1,050 square inches.

"Vulcan:" While you may think my question practically incorrect, nevertheless it is theoretically correct, and I have run more than one engine which had outside lap added and of course eccentrics advanced accordingly, and the point of suspension of link was not changed either, and they did not do bad work. However, I will again ask, should the point of suspension of link have been changed also? Poly—.

NEW YORK, February 27, 1888.

MR. EDITOR:—In looking over the advance sheets of the March number of the *Magazine* and the number of solid mechanical articles therein, I feel like quoting the "Immortal Bard" and exclaim "Othello's occupation's gone. I find myself in the position of the little boy who lived in a country hamlet. He was the only little boy there, and thought there were no other little boys. One day he saw himself in a looking-glass, and he yelled out in astonishment: "Why, Granny, there's two of us!" When I wrote my first article for the *Magazine* I thought I was alone, now "the woods (*i. e.* *Magazine*) are full of them." I thus acknowledge my egotistical mistake, and am willing to be forgiven. By the way, why cannot the different correspondents to the *Magazine* open a private correspondence with each other? I will take pleasure in answering any letters sent to me by any of them.

"Circumstances alter cases" and "exceptions prove the rule" goes for saying. "Eccentric Strap" proves the correctness of the full throttle theory by the exceptions he gives. It is a common saying that two locomotives may be built from same patterns just alike, and they will not work or steam alike. I don't believe—nor never did—any such theory. If two such engines work differently, a close examination will show a difference *somewhere* that will account for it. A very slight change in any of the working parts of any one engine will very materially affect her working or steaming. It is a fixed fact that "like causes produce like effects." This a law of nature, and is infallible!

If there were any witnesses to back up the watchman's story in "John Bull's" case I give it up, but if the story rests on the unsupported version of the watchman, I think he lied. Throttle valves do not fly open, reverse levers do not go slashing around in the quadrant, as a rule, and I should take no stock in this exception.

To "Coal Heaver:" If the diaphragm of a steam gauge, which I suppose you mean, has been adjusted to move the needle at one pound pressure, it will begin to move at that point. If diaphragm has been strained, say to the amount of twenty five pounds, its tension is that much increased, and pressure will not begin to move the needle until that point is reached; it will then go on and register correctly. Just as a pop set at 100 pounds will open there, but if you take a turn or two on the nuts and stiffen the springs, pressure must be increased to meet the increased tension before the pop will open. If the diaphragm is all right and the abnormal position of the needle is due to some other cause, such as the slipping of of the rack, then the needle will start at first pressure and continue to register so much heavier or lighter as the needle is out of

position. Conditions govern the case entirely.

To "C. B. & N.'s" queries: First—As the rocker box could probably not be lowered, the lower arm of the rocker and the link lifter would have to be lengthened. Second—As the length of the arms of the rocker controls the travel of the valve, and the eccentric does not, nothing would be gained by the greater throw of the latter, as you would have to change the length of lower rocker arm to keep the original throw of valve; hence valve would travel at same speed in both cases.

Atmospheric pressure and the weight of it—or a portion of it—are widely different. Whilst the weight of a column of air controls its pressure, it does not follow that the air in a box or globe at normal pressure will weigh 147 pounds; or at three atmospheres will weigh three times as much, or 44.1 pounds. In support of this I will give an example from "Peck's Natural Philosophy": "Air, like all other bodies, has weight. To prove this, take a hollow globe of glass, fitted with a stop-cock, attach it to one scale pan of a delicate balance, counterpoise it by weights placed in the other pan. Then by means of an air pump exhaust the air from the globe, the opposite scale pan will sink and some weights will have to be added to the first scale pan to restore the equilibrium. The weights added will indicate the weight of the air that was in the globe." As a matter of course air under these circumstances at two or three atmospheric pressures will weigh more than at one.

The number of square inches in a 16x21 inch cylinder would be governed entirely by how thick each square inch would be—if they were thin enough there might be a million! Presuming that cubic inches are meant, (to explain in a short way what a cube is, let "A Member" closely observe the little ivory blocks he uses the next time he plays "poker dice" and he'll know just what I mean), I'll try to settle the dispute. Multiply the diameter by the diameter, that is 16 by 16, which will give you 256 square inches, or the area of a square 16x16. Multiply this by decimal .7854 and you get 201.0624 square inches, which is the number of square inches or area of a circle 16 inches in diameter. Again multiply this last product by 21, (length of cylinder), and the result is 4,222.3104 cubic inches of space in a 16x21 inch cylinder. For the purpose of measuring, mathematicians have divided a square inch into 10,000 parts. A circle one inch in diameter contains only 7,854 of these parts, and as a square of any size bears the same relative proportion to a circle of same size as a one inch square to a one inch circle, the square of the diameter of any circle must always be multiplied by the decimal .7854

(seven thousand eight hundred and fifty-four ten thousandths) to get the area of such circle. Always strike off as many figures on the right hand of the product as there are decimal figures in both multiplier and multiplicand. The figures remaining on the left will be inches or feet, and those on right will represent parts of inches or feet.

Oh dear! "Eccentric Strap," "how I would like to lay my head in your lap and have a good cry," *a la* "Baby Bunting." You have surely "been there." Your comments on the throttle fever meets a hearty response from me. Truly, as you say, those least fitted by education, habits and intellect are the most importunate to get control of a machine they know no more about than of the mysteries of creation, and worse than all is the fact there are always engineers whose morbid desire is to say "I had So and So promoted," and urges them to press the claims of such men for advancement.

E. J. Rauch.

GALVESTON, TEX., February 22, 1888.

MR. EDITOR: Here we come with a time order and fully determined to make it.

Mr. Rauch says he is only aware of one blunder he made but "E. S." has not hit it; now I inferred from the tenor of the article in July *Magazine*, that Mr. R. meant to demonstrate that drivers with rope attachment had fulcrum at point of contact but says "when power is applied at crank-pin, axle of wheel is fulcrum, but, when power comes from other point, ground or other engine, circumference of wheel at point of contact is fulcrum." If this is correct how does it happen that with your rope attachment your drivers roll towards you when pulled, for your power in this instance is applied at crank-pin, yet you say, when so applied, axle of wheel is fulcrum; as your power is applied below your fulcrum, how does it happen that your fulcrum moves towards you, and pray tell me where is your weight? I said before and still maintain, that when a wheel axle is enclosed in a box, center of axle is fulcrum, no matter how power is applied and when wheels are freed from incumbrances and weights, having no weight but their own, circumference of wheel at point of contact is fulcrum. This is my conviction and it will take strong reasoning to persuade me to the contrary. Mr. R. was running an engine before I was born, but still he must give me more words to convince me that I am wrong and he right than merely to say, "I am only aware of one blunder I made, and 'E. S.' has not yet found it." I have no back numbers at hand to refer to, consequently can't hunt up his blunder; should be pleased to point it out to him but must forego the pleasure. Mr. Rauch's answer to "Fireman" about keying

up rods coincides with mine on the same subject, but Mr. R. goes into details and I did not, but Mr. R's. plan will not always work for I have been at places where, if a man waited for a chance to pinch his engine around to the proper places for keying up, his rods would fall off for lack of attention, and all the keying in these places had to be done on the road while on side tracks.

"Vacuum" seems to think, by the way he writes, that I lay claims to ability above the human, but I want it distinctly understood that I am a mortal, probably of the average amount of common sense and understanding and a determination to *master* any occupation I may elect to follow, hence if I have had it credited to me in numerous instances, that my ability far out-ranked that of others you can lay it to the *determination to thoroughly* understand what I was doing, and right here let me say, I never wrote *one word* about my ability as a *boast*, but merely to show what a man could do who was determined to be proficient in his chosen avocation and if any would like to have further evidence, my address is in the *Magazine* office, and the same compliment has been paid me here by at least a half dozen old runners where I am now employed.

"Vacuum" turns the two engines and four cars and gets them by each other very nicely, but I think a few men could put in a side track and get by with less work and less time. "Vacuum's" statement about instructions for firing engines reminds me of a place where the G. M. had printed rules put up on all engines for firemen to go by in which he said "black smoke is an evidence of a poor fireman," and further stated that coal should be put in one shovel at a time and the door left open for a few moments to allow the air to mix with the gas thereby causing it to ignite and get the full benefit of fuel." I guess if he could have stood alongside of the track and seen the "hogs" going up some of the hills with twenty-five loads behind them he would have gone crazy to see the company's dollars going up out of the stack.

Now "Vulcan," your turn, I said "the push and pull of the rods is horizontal;" so the main force of it is, with a crook in which the forward pull has a tendency to straighten and the backward push has a tendency to crook more. I said this to distinguish it from a man's trying to lift himself by his boot straps, here the pull would be all vertical from the shoulders to the boot straps with no leverage at all, but in the other I claim a leverage does exist and it is applicable to engines with three, four, or five drivers on a side, but of course not in so marked a degree in either of the latter, as with the so-called eight-wheel engines. Furthermore, I said "the downward pressure on back end of rod bears down on driving

boxes," and I meant it, it was no slip of the pen at all, for I meant it to convey a certain idea which was to show that the upward push at front, being on guides, and guides being fastened to cylinders and yoke, all of which are rigidly attached to frame, and the downward pull at pin did not equalize each other, but *both had a tendency toward the same end* as the downward pull does not exert its influence on the frame but on the driver, hence, as the driving axle is enclosed in a close-fitting box, which same box has vertical play in space left open in frame commonly called jaws, I used the word to show at what point the downward pressure is exerted, and in backing up the upward pressure does have a tendency to lighten the effective weight of moguls just by exerting its upward pressure on the valves.

I believe my idea and that of "S." at Dodge City, Kansas, are somewhat similar, so, come, "S.," you said in one of the back numbers that you had a theory, can't you help me out?

So "V." you think my instructions in regard to setting an eccentric not explicit enough for the tyro? Well, anyone who could not go to work on those instructions and set an eccentric ought to dig himself up out of that place, and take the "firemen and engineer sprout" label off, and plant himself for some other kind of a tree, for I don't claim any more than an average amount of common sense or comprehension, and yet, I had only fired five months and been told *once* how to set an eccentric, by the spoke of the wheel, and had never *seen it done*, and yet, by myself, I set a back up eccentric and set her so square that nobody tried to remedy it and was not very long at it either, and I prefer this way of setting an eccentric to that given by Mr. Rauch, as it needs two to set it by the valve-stem, and she must be on *dead centre* to make sure of your work, and then if you have a green fireman with you he may stop you a sixteenth ($\frac{1}{16}$) of an inch too soon or let you go that much over the mark on valve stem, either of which would cause your engine to be very lame.

"V's." answer to "Dick" settles the wheel and lever question beyond cavil, and I had intended to advance the same argument in the main, only I should have used twenty cars and thirty miles and thirty cars and twenty miles, thereby having an equal car mileage, so I hope all will now see the point of wheel leverage, where and how located.

"Stationary," I think you are wrong on the upper half of stroke, from back centre to forward centre. The cross-head travels just as "Vulcan" and your humble servant said, then from forward centre to back centre as the cylinder is pushed over the piston just so the *guides are pushed over the cross-head* and the speed is just the same as in the

other half stroke. I think you will find it best to pump water into *any* boiler some distance below the lowest water line, because by putting the water in from the top you create two evils, namely, your cold water coming into your boiler in steam space has a greater tendency to contract the metal of the boiler than when coming in below water surface as the steam is not so dense as the water, so is more easily chilled, and your water by coming in direct communication with your steam, dampens your steam by its chilling effect, and by being lifted with the steam causing the engine to work wet steam instead of dry. If your engine has a large steam space she will steam more freely with three gauges of water than with two because the greater amount of hot water is not so readily influenced by the feed as the smaller, but your steam in the former is not so effective as in the latter, as it is not so dry, consequently not so full of energy.

"H. G. C." answers "Inquiry" somewhat different to my answer in February *Magazine*. He seems to infer that "I," asked his question about a pony truck, while I inferred that he had reference to the double truck, still, my first statement about chaining would be as effectual with pony truck as with double truck, but with pony truck axle broken, there would be nothing to support pilot and so it would not be safe to attempt to run in that condition at all, but his other answer to "I," is all wrong as it is not at all necessary to take down any rods in case of broken tire, no matter which wheel is disabled, and my directions given in February *Magazine*, page 103, are correct altogether; furthermore, a man can bring in very near a full train with broken tire and if a very important train, all of it.

"Piston" gives an answer as he says to the question given by "Water Glass" how to bring an engine down a 600 foot grade with reverse lever broken and no tank brake. I loaned my October, November and December *Magazines* to an engineer and he took them off with him, so I have no chance to look that up, but it seems to me the question was asked about a five mile grade, 125 feet to the mile, and signed "X-10-U-8." I may be wrong, but no matter, I believe at any rate that "Piston" has outdone "Vulcan" and myself on that question for I must admit that I was somewhat puzzled after I gave my answer, as to *how* I was to *start her down* the hill after blocking the links, so thanks are due Bro. "Piston" for his solution.

"John Bull," I don't exactly grasp your meaning about "lever being lifted out of gear and being out of gear when engineer of freight train boarded her," but she could very easily reverse herself as follows: If something prevented the dog from dropping

into the notch of quadrant when she struck against tie, the force would naturally cause a rebound, so starting her forward, the pressure and weight of links, and eccentric straps and rods, would all combine to bring her in forward motion. If you mean that some part of the lever became disconnected and why it was the shock disconnected it, the weight above referred to would reverse her, and she, of course, stood in back-up motion, else she could not have backed up.

As it seems almost universal now to use engines of Mogul type with pony truck, I ought to get a great many answers to the question about to be asked. Suppose you break the pony truck equalizer on one of your moguls, what would you do?

Let's have lots of questions for the benefit of searchers after knowledge. Suppose you should break both bolts in your right go-ahead eccentric, what would you do? And if you should break both go ahead eccentric rods or straps could you bring your engine home? You are coming forward at time of accident.

And now, a slight correction. In March *Magazine*, page 81, in answer to "Fireman," I said "it is proper to put engine on centre to disconnect side rods, also to key up rods." I should have said to disconnect side rods *for purpose of lining up*, also to key up rods, but I hope all understood what was meant.

This is Washington's birthday, and when we think of the good he did for his country it should inspire us with a desire to do all the good we can. He gave all the strength of his life to serve his country. Let us give all of ours to the developing and strengthening of our noble Order. Let each and every one of us try to see what good we can render the Brotherhood. Let no contentions or petty jealousies arise, but remember that we are one common brotherhood, each and every one of us has taken a solemn obligation. Don't say let Bill or Joe do it, but let us all say *I will* with all my might pitch right in and do all in my power for the common good of the Order.

And now, Mr. Editor, as others will want some of your valuable space, I will close. That many may be benefitted by the varied correspondence of our "Mechanical Department," is the sincere wish of

Eccentric Strap.

MR. EDITOR: The March *Magazine* is at hand, and the contents of Mechanical Department are as interesting as ever.

Mr. Rauch again gives us a good article; the part devoted to the right way to key up rods being very full and explicit, and I fully agree with him in all points, except the one of keying back end of main rods on the centre. Even on this point I will have to concede that on some locomotives it will not make any difference, and would be just as

well keyed on that point as any other, but we have some pins here which are worn on the faces in line with the rod when on the centres, and whose greatest diameter is then up and down; if such a pin were keyed up on the centre, it would be apt to heat while passing the quarters, and liable to do damage.

Having passed Mr. Rauch's blunder at the time I am too busy to return and look up back numbers to find it.

I am glad to find that Mr. Rauch thinks algebra a little too high for us ordinary mortals, and that our opinions in regard to strains on the flues by reversing seem to coincide so fully.

"Eccentric Strap" gives us more of his experience in firing, and has evidently made the subject his study. While I favor light firing, I well know that it will not do for all locomotives, but that the wants of each one must be studied, and must be fired accordingly. "E. S.'s" advice that every fireman should aim to make himself master of the fire before presuming to look higher, is just to the point, but in the more settled portions of our country we have ample time to qualify ourselves as good firemen and take a few lessons on running before we have even a shadow of a chance at the long coming promotion, and it is not out of place for us to pick up a few points as we note the varied ways in which different engineers do the same work with the same machine. Much can be learned in that way without being thereby compelled to neglect any duties in our own department, and as long as every duty is promptly and cheerfully fulfilled, no one has a right to complain that we study too much.

"E. S." also keys main rod on centre, but as stated, I do not believe this can be made a universal rule. "E. S." agrees in the main, if *not fully*, on the full throttle and I suppose as great a difference in running may be necessary with different locomotives, as methods of firing may be needed to make them steam, but as a rule hooked up close and full throttle is indicated as the most economical way of running. Of course you do not want to fill up the boiler with water, so that opening the throttle to any great extent will suck the water through the machinery.

I fully indorse "E. S.'s" remarks on engineers "growing" into such; many would have made better farmers, lawyers, doctors or even ministers than engineers, and the attempt to make themselves such, proves as much of a failure, as the cultivation of a willow into an oak.

"Wm. Gore" seems to feel hurt at my criticism of his former article, and appears to think I found fault with his whole article. A careful reading of my comments will prove that I appreciated his old-time remin-

iscences, and only drew a line at "Noah's Locomotive" for reasons I do not now wish to reiterate, as I gave them in full then. I am anxious to have this department endure the test of time, and deprecate the introduction of far-fetched exaggerations as hurtful to this part of the *Magazine*, as has been the case in other publications. I certainly had no experience with hand-gear locomotives, and would not desire to "cut-off" "Wm. Gore" or any other old hand at the business from telling all they wished about those old times, and I thought it would be good reading for all.

"L." gives "Smoke-box" a correct exposition in regard to the valve motion as derived from the eccentric, but concludes his otherwise correct article with the sentence: "The throw equals the distance between the centre of cam and centre of axle." This is so evident a mistake that it is only necessary to call "L.'s" attention to it to have him correct it, and have it read, "The throw equals *twice* the distance between the centre of cam and centre of axle."

"Vacuum" has been at some pains to solve and send in an answer to the "train and turntable puzzle," and has no doubt given a correct solution, and is entitled to credit for it. I have been so busy myself that I did not feel like devoting the time required to answer this puzzle and preferred to stick to the more practical problems presented. "Vacuum" then discusses the matter of firing, showing that locomotives cannot be fired alike under the different conditions they may be in, and the varied management of engineers in charge. This confirms what has been advanced in these pages before, that while shovelling coal is no art, the proper method of firing can only be acquired by study and observation, combined with good judgment, and thus deserves to be classed among the "skilled labor." The instance of the engineer forgetting his injector till the "engine lagged," then shutting it off till she "popped," and then repeating the operation, while acknowledging its impropriety, is another instance of a man capable of taking in but one idea at a time—that of making his running time—but evidently ignoring the fact that to do so with comfort all around, a uniform high pressure of dry steam is the greatest help to "making good time."

"John Bull" (not from England, but from New Jersey) gives us a difficult problem to solve, for how a locomotive *with links in the centre* could pick up speed enough to knock out back end of shop, then reverse her motion and run the other way with links still in the same position is hard to understand, and would go to show that the South Jersey locomotive can go whichever way she pleases, regardless of the laws to which other locomotives are subject.

In answer to "C. B. & N.," let me say that if a 5½-inch throw eccentric is put in the place of a 5-inch throw cam, the motion of the valve may be kept the same by having the lower rockerarm as much longer in proportion as the difference in the two throws, or in other words, if the rockerarms were of equal length before, after the change in eccentrics the upper one should be ten inches to the lower one eleven inches, or in that proportion, to keep the same valve movement. A change from a 5½-inch throw to a 5-inch throw eccentric with 5½-inch valve travel could not in any manner benefit a locomotive for it is presumed that the valve travels five and one-half inches in either case, and as that effects the distribution of the steam, and no change is made in it, no change can be possible in the working of the locomotive.

In confirmation of my statement on the cross head question, I beg leave to refer "Stationary" to Mr. Rauch's illustration, on page 107 of February *Magazine*, in which the motion of cross-head on guide is fully shown up. The cross-head motion, in relation to any fixed point on the rail, is also at greatly differing speeds. For instance, take a driver thirteen feet in circumference, with two foot stroke. Place on back centre on right side, and suspend two plumb-bobs; one from the guide at end of cross-head, and the other from the same end of the cross-head itself. They will of course indicate the same point on the ground. Move the locomotive ahead, and stop on forward centre, and you will find the guide plumb six and one-half feet from its first mark, while the cross-head plumb will be eight and one-half feet from it. Now continue the forward motion, (the pin passing the bottom quarter where "Stationary" says it stands still) and stop again on the back centre and you will find that the guide plumb has again advanced six and one-half feet during this half revolution, while the cross head shows four and one half feet, but as $6\frac{1}{2} + 6\frac{1}{2} = 13$ feet and $8\frac{1}{2} + 4\frac{1}{2} = 13$ feet we find all the parts in the same relative position, but thirteen feet from their former place on the ground. This should make the matter plain to "Stationary" and leave no room for doubt on the point.

The usual and no doubt correct practice is to introduce water into stationary boilers below the centre of water space, and therefore nearer the bottom, but not quite at the bottom. A boiler, with a large quantity of hot water, will not feel the effects of the cold water pumped in, and will therefore steam better; the rule would be that an engine would steam more freely with three guages of water than with two, but if too much water is carried it may result in "slopping over" and thus destroy the advantage before gained.

"Coal Heaver" asks in regard to steam gauge. A steam gauge showing twenty-five pounds, when in truth there is no steam, is out of order, and could not be taken as an example of what another gauge, equally out of order would do. If a steam gauge, in perfect working order, were to have her pointer stopped at twenty-five pounds when cooling off, it would not leave that point until more than twenty-five pounds of steam was again in the boiler.

"H. G. C." quotes Mr. Forney as being undecided in regard to the fulcrum of a locomotive driver, and hopes that the question may be decided, but fails to tell why the reasons advanced have not yet changed his opinion, and as he does not do this it leaves no ground to argue the case. "Be ready always to give an answer to every man that asketh you a reason."

Spring packing may be adjusted so as to apply more pressure than the steam packing rings, and *vice versa*, therefore "H. G. C.'s" question cannot be answered, as there is really no way of telling the amount of pressure applied to either.

"Jno. W. McCool" gives an answer to the "train and turntable puzzle," and "Piston" tells how to get a locomotive down a 600 foot grade with no brakes on, both no doubt correct.

"A Member" from Houston, Texas, asks: "How many square inches of space are there in a 16x21 inch cylinder?" This question is rather too vague, and may be construed to mean three different things. In the first place the number of square inches of a 16-inch piston in a 21-inch cylinder, or secondly, the number of square inches of plate subject to pressure in the sides and ends of cylinder, or thirdly, the number of cubic inches said cylinder will hold. I am inclined to think that the last of the three is the question intended, but will answer all three, as parts of each calculation comes into play in making the others. To find the number of square inches in a 16-inch diameter plate or piston, multiply 16 by 16 and the product by the decimal .7854, cutting off four figures on the right of the product thus:

16
16
96
16
256
7854
1024
1280
2048
1792
201.0624

and we find that said piston has an area of a trifle over 201 square inches.

To find the number of square inches in

the sides and ends of a 16x21 inch cylinder you must find the circumference of a 16-inch cylinder. This is done by multiplying the diameter by 3.1419, thus:

$$\begin{array}{r} 3.1419 \\ \times 16 \\ \hline 188514 \\ 31419 \\ \hline 50.2704 \end{array}$$

pointing off four figures on the right, and we find the circumference to be fifty and a trifle over a quarter of an inch. This has to be multiplied by the length, twenty-one inches, thus:

$$\begin{array}{r} 50\frac{1}{4} \\ \times 21 \\ \hline 50 \\ 100 \\ 5\frac{1}{4} \\ \hline 1055\frac{1}{4} \end{array}$$

and we find the sides of cylinder contains 1055 $\frac{1}{4}$ inches to which each 201 add the two ends 201 inches giving a total of 1457 $\frac{1}{4}$ inches as the square inside surface of said cylinder.

The cubic inches, which means the amount said cylinder will hold, are found by multiplying the area as first found

$$\begin{array}{r} 201 \text{ inches} \\ \times 21 \\ \hline 201 \\ 402 \\ \hline 4221 \end{array}$$

and we find its cubic capacity to be 4,221 cubic inches, or to be more correct and include the fractions, a little over 4,222 cubic inches. "A Member" can now take his choice in the answers, but hope he will let us know which of the three he wanted an answer to, and to be more explicit next time.

Vulcan.

MR. EDITOR:—I wish to make a few suggestions for the Mechanical Department of the *Magazine*. Our noble Order is now prosperous. It is composed of honest, upright men, who, for the most part, are good firemen. In order to keep our Order in its present healthy condition, we must make it an object for all good firemen to join, and in order to do this we should take pains to educate new firemen, as soon as they join, to be good firemen. Then when a man shows his card to a master mechanic he will be hired in preference to the men without our Order, as it will be something of a guarantee of his ability. A fireman, to be a first-class man, should know how to fire with any and every kind of coal without waste, keep plenty of steam and keep it reg-

ular without wearing the pop out. He should know how to keep his engine clean and how to make a good steamer out of a poor one.

I see lots of men studying and arguing on link and valve motion, etc., who can't set a front end to make an engine steam to save their lives. This is wrong. I don't care if you know all there is known about link motion and valve motion, hammer-blows, etc., you can't get over the road unless you have steam, and this is the first thing for a fireman, who wishes to become a good fireman, to learn. Now then, would it not be better to give up the argument relating to hammer-blows and like questions which effect neither the engineer nor the fireman in any way, as I can see, and devote a part of the space in our *Magazine* to giving each other our opinions of the best methods of firing different kinds of coal, and giving recipes for cleaning jackets, brass, etc., and tell each other how to set pettycoat pipes, and a thousand other things which young firemen should learn—and old ones too. If the brothers will do this I will help all I can, and in this way our *Magazine* will be of practical use to us in our work. I should like to know what the brothers think of this. I have been a locomotive fireman for five years and a B. of L. F. man for four of them, and in all this time I have never seen anything in the line of my suggestions inserted in the *Magazine*. 1304.

BELLOWS FALLS, VT. Feb., 22, 1888.

MR. EDITOR:—The March number of the *Magazine* is at hand brimming over as usual with good things. I am glad to see so able a writer as "Vulcan" agreeing with me in my idea of "squaring" a locomotive. Since writing my former article I have had a discussion with my friend in which I think I convinced him of his error.

I do most heartily believe in the "wide-awake" style of firing, and running, too, for that matter, and in fact I never knew any one to make a great success of anything unless he were "wide-awake" and kept his wits about them. Certainly this is nearer true of the business of practical railroading than anything else.

"Eccentric Strap" has something to say on the throttle question which is very much to the point. Indeed, he has taken the words which I had intended to say, out of my mouth. He says that he does not *fully* agree with "Vulcan" and others, but in reading his article I find that I agree with him even as I agree with "Vulcan." Of course, I know nothing of the difficulties of running a locomotive out in that section, but even here, where the water is good, some will not stand full throttle, either because they carry their water so badly, will not steam, or crowd themselves so as to lose speed, and

shake and rattle themselves disagreeably. But all that does not alter the theory that full throttle is the proper way, but theory and practice are always a little different, and if, practically, an engine will not stand full throttle, give her, as "E. S." says, as near full throttle as she will stand or needs, in the notch that it takes to do the work required.

The engine I am "officiating" on at present is a Rhode Island ten-wheeler, 54-inch drivers and cylinders 19x26. The notches are not marked off, but placed at regular intervals on the circle, eleven, each way from the center. She will do most of her work in the ninth from the corner, but, unless under very favorable conditions, will not stand full throttle in that notch. Sometimes it is possible to pull her up into the tenth with the throttle clear out, and many times I think if there were a notch between the two she would do her work there instead of in the ninth with half throttle, which is where she has to be worked now much of the time, theory to the contrary notwithstanding.

It would be a great advantage if some way could be contrived by which a lever could be placed just where it is wanted, without being arbitrarily confined to notches.

Would it not be possible to make a circle with fine but strong teeth, like a ratchet, and a dog to correspond, with a strong spring, by which the cut-off could be adjusted finer than by the present method?

"Eccentric Strap" seems surprised that "Dirigo" only fired for twenty-five different engineers in six years and thinks people must be "stayers" in his locality. Well, I fired five years, and in that time fired for only ten different men, and that included those whom I was with only a trip or two, most of my firing being done for two men. Of course, I have not had much opportunity for studying engineers, but they were both good runners and good mechanics, and I watched their ways very closely, and tried to do my work and mind my business, and never, as I recollect, had an attack of "throttle fever."

When I commenced my railroading, and it has all been done on this little line, there was but one injector on the road, and that was put, as an experiment, on an engine equipped with two pumps. Now every engine has one injector, at least, and most of them two, and the pumps are done away with altogether. I remember at first there was a great deal of trouble with them, and much trouble from men who believed in pumps, but now no one would want to go back to the old style again.

I think an engine will steam much better with an injector than with a pump, for I remember on one occasion the injector gave out on an engine I was firing, and it became

necessary to use the pump, and, although with the injector at work I had been able to hold the pointer up to 140 easy enough, I found it hard to keep 120, but perhaps it was because the engineer was not used to the pump, and could not use so good judgment, for, of course, pumping has much to do with an engine's steaming, and I think "Dirigo" is correct in his theory, but like all theory, it has to be modified somewhat in practice, for of course, it is impossible to put all the water needed into the boiler while using steam, and I think if "Dirigo" had a heavy train to take over the hill, and for some reason the steam went back, he would rather lose a guage of water than lay down. Besides, if an engine is not fired properly and evenly, how can she be pumped evenly?

And here, in answer to "Stationary," let me say that an engine will steam better with three guages of water than with two, for the reason that you can generate a given amount of steam easier from a large body of water than from a lesser quantity. I have never found that an engine would slip less at full stroke, than when cut back with the same throttle that is, but have often seen a heavy train pulled up a steep grade, on a bad rail, with the lever near full stroke, but with very light throttle. The reason is apparent. The light throttle gives less pressure on the piston, but the loss of power is partially compensated for by giving the same pressure the whole length of the cylinder.

Does "A member" wish to know the number of square inches in the inside area or surface of the cylinder, or the cubic contents or volume of it?

"Vulcan" and Mr. Rauch disagree on the proper method of "keying" rods. I think Mr. Rauch's way is the right one, and is the plan followed altogether in this section.

If an engine should break the go-ahead eccentric on one side and the back-up on the other, could she be brought in and could she be moved both ways?

Link Block.

MR. EDITOR:—Will you please ask the following question in the *Magazine*?

When a locomotive is working and blowing off, which is the most injurious to the flues, to open the fire-hole door or close the damper? Some of the engineers I have fired for differed in opinion upon this subject.

I agree with "Dirigo" in his idea on pumping. I believe an engine steams better with a full boiler than would result if the boiler was only half full. That is, if you are getting dry steam, as a big bulk of water is not easily cooled by the pump or injector.

Jep.

The Indications for 1888.

MR. EDITOR: If indications as revealed to the reader by the paragraphs relating to business and mechanics in the press of the country are to be taken as a safe foundation to calculate from, it may be presumed that the year 1888, which has just opened on us, will exceed the past in the general prosperity of the country. We find that business of all kinds has flourished during the past year to an almost unprecedented degree, and of no line of business was this more true, than in regard to railroad building and equipment. In a previous paper, we have given extracts, showing that in 1887, about 12,700 miles of new road were added to the mileage of our vast railroad system. Now, it does appear that the mileage for new roads projected and to be built during 1888 will not quite equal that of 1887, but we find that the older and well established roads will have to do an unusual amount of work on road-bed and equipment in order to be able to do their share in transporting the ever increasing commerce of our country.

Look at the steel rail production of last year, given as 2,296,000 net tons. Much, of course, was used on the new lines, but no inconsiderable portion was needed for renewals on the older roads, and while the price of steel rails has declined somewhat, the manufacturers have hesitated to take orders, at what they claim too small a margin of profit to insure their ability to fill orders, still we find that the Pennsylvania R. R. has just placed an order for 50,000 tons of rails, dividing it among the Cambria Iron Company, the Pennsylvania Steel Company, and the Carnegies, of Pittsburg. The Chicago, Burlington & Quincy R. R. has placed an order for 20,000 tons in Chicago, and other large orders are under negotiation, and will no doubt be placed, concessions being made by both parties, that the output of rails for 1888 will no doubt equal that of 1887.

Nearly all the railroad companies are running their car shops to their full capacity, and intelligence from the leading private car works is that the demand for cars exceeds their capacity to furnish, and large additions to their plant and working force will have to be made. To illustrate the scarcity of cars, we quote a Pennsylvania R. R. Company official who is reported to have said recently: "During all my years of experience in the railroad business, I never before saw such a scarcity of freight cars. On the Pan-Handle, or Southwest system, we are short 1,000 cars per day, and on the Fort Wayne, or Northwest system, we receive orders for 800 more than we can supply. In the coke region we are short over 100 per day, but expect the demand will diminish in a short time. We have our

shops running to their fullest capacity, repairing broken cars, and are making a few new ones. Last year we built 11,000 new freight cars for our system, yet, despite this large increase in rolling stock, we are away behind." If this is the case with a road like the Pennsylvania, with over 80,000 cars on their system, some idea may be formed of the immense freight traffic which is pulsating along the iron arteries which serve to connect the widely separated members of this "body politic."

Again, contemplate the activity displayed in the building of the machine, without which rails and cars would be but "useless trash," and we find that locomotive shops are turning out iron steeds daily and still the supply is not up to the demand. To show "where new locomotives were built last year," we copy from the *National Car and Locomotive Builder* of February, as follows:

We learn from Mr. E. B. Wall, superintendent of motive power of the Pan Handle system, that in their different shops there were built 13 passenger engines, Class O; 14 freight engines, Class S; 3 shifting engines, Class D E; and 5 shifting engines, Class M. All are standard engines with no new points of construction.

From Mr. A. J. Stevens, general master mechanic of the Southern Pacific, we learn that he built at the Sacramento shops, 12 ten-wheel engines, with cylinders 18x30 in.; 5 eight-wheel engines, with cylinders 18x28 in.; 4 consolidation engines, with cylinders 19x30 in. They finished 4 more ten-wheel engines in January. As the engines are proportioned in other respects to suit the size of cylinders, it will be seen that heavy engines are in favor.

From Mr. J. M. Lowry, general master mechanic of the Chicago, Milwaukee & St. Paul, we learn that they built seven of their standard passenger engines in the shops at Milwaukee. They were all numbered to replace old engines that have been scrapped.

Mr. William Smith, superintendent of motive power Boston & Maine, informs us that he built one switching engine last year. They are badly crowded for room to do their current repair work.

Mr. Herbert Wallis, mechanical superintendent of the Grand Trunk railway, writes us:

We have built on the Grand Trunk division of this railway but eight actually new locomotives during the past year. These were of the standard class for shunting purposes, having saddle tanks, with cylinders 18 in. diameter, 22 in. stroke, and driving wheels 4½ ft. diameter. The engines have extended smoke-boxes and straight stacks and are clothed with silicate slag wool.

Mr. T. B. Twombly, general master mechanic Chicago, Rock Island & Pacific, writes us:

We have built at our shops during the last year 17 new locomotives, viz: 5 eight-wheeled freight engines, about 43 tons; 7 eight-wheeled passenger engines, about 43 tons; 5 "pony" switch engines, about 30 tons.

Mr. F. R. F. Brown, mechanical superintendent Canadian Pacific, writes us:

I built last year in our Montreal shops 16 of our standard 17x24 in. road engines; 1 consolidation engine with 20x24 in. cylinders, and 1 consolidation with 19x24 in. cylinders, both for mountain service. The only new feature in our motive power (if it can be called new) is that I continue to increase the size of, and pressure in, our boilers, increasing the weight of the locomotive, at the same time making no alteration in the size of the cylinder. On passenger engines, I am using the 8-inch Westinghouse air brake

pump, and have very largely increased the capacity of the main air reservoirs. I am also adopting the extended smoke arch for all new engines built, whether for freight or passenger service, and am equipping our locomotives with sight feed lubricators as fast as circumstances will permit.

Mr. A. J. Cromwell, superintendent of motive power of the Baltimore & Ohio road, says:

We built at our shops, at Mount Clare, Baltimore, during the fiscal year ended Sept. 30, 1887, 36 mogul engines, 19x24 in. cylinders and 56 in. drivers; 1 switching engine, 14x22 in. cylinders and 43 in. drivers; 9 passenger engines, 18x24 in. cylinders and 69 in. drivers; and 1 passenger engine, 19x24 in. cylinders and 60 in. drivers.

Mr. John W. Cloud, superintendent of motive power New York, Lake Erie & Western, says:

We will have finished by Dec. 31, 1887, in our own shops, 19 six-wheel switching engines having cylinders 19x24 in., 50-in. driving-wheels, and 11 anthracite passenger engines, the same as blue prints sent you some time since.

The Cooke Locomotive and Machine Company, Paterson, N. J., writes us:

Our output for 1887 will be 82 engines and 10 snow shovels, divided as follows:

Forty-two 8-wheel engines, 4 drivers and 4-wheel truck (1 15x22, 17 17x24, 10 18x24, 12 19x24 and 2 19x24, culm burners, with Wooten boilers); 9 moguls, 6 drivers and 2-wheel truck (1 16x22 and 8 19x24 culm burners, Dawson boilers); 15 10-wheelers, 6 drivers and 4-wheel truck (12 18x24, 3 17x24, culm burners Wooten boilers); 16 consolidations, 8 drivers and 2 wheel truck; cylinders, 20x24; 5 Forney engines, 14x22, 4 drivers, 1 2-wheel truck in front and 1 4-wheel truck in rear; 5 switch engines, 4 drivers, no truck (1 12x20 and 4 16x24).

In addition to the engines, we have built 10 rotary steam snow shovels, which are equal to 10 8-wheel standard engines having 17x22 in. cylinders.

Mr. A. B. Underhill, superintendent motive power Boston & Albany, informs us that they built ten locomotives in their own shops during the year.

The Brooks Locomotive Works completed 143 locomotives during the year, most of them having been heavy engines, moguls and 10-wheel engines having been in the majority.

The Roanoke Machine Works' officials write: We expect to finish by the end of December, for the entire year's work in our locomotive department, 25 consolidation engines, all for the Norfolk & Western Railroad. There are no new features about these engines, but simply what have been gotten up and adopted as Norfolk & Western standard. They have 56-in. boilers, cylinders 20-in. diameter, 24-in. stroke, 50-in. driving wheels. The total weight of locomotive in working order is 107,750 pounds. The engines are built with Belpaire form of fire-box; the boiler in other respects is the same as usual for this type of locomotive. Aside from the Belpaire fire-box, there are no special features about the engines.

Mr. A. J. Pitkin, superintendent Schenectady Locomotive Works, says, respecting the work done:

We built during the year 1887, the following engines: Seventeen consolidation engines, 20-in. cylinders; 6 mogul engines, 19-in. cylinders; 4 mogul engines, 18-in. cylinders; 17 ten-wheel engines, 19 in. cylinders; 33 ten-wheel engines, 18-in. cylinders; 129 American type eight-wheel engines, 17-in. cylinders; 2 American type eight-wheel engines, 16-in. cylinders; 8 six-wheel switching engines, 18-in. cylinders; 1 six-wheel switching engine, 17-in. cylinders, and 1 narrow-gauge switcher, 8-in. cylinders. Total number built during the year, 247.

I do not know as we have anything special to say in regard to the work this year, other than that the tendency has been toward increased weight of engine for given size of cylinder, and to the fact that the roads are demanding larger engines.

This is but a partial list, and when the other roads, most of which have been increasing their motive power, and some of the other locomotive shops are heard from, it will be found that the total number of locomotives built is astonishing. The Baldwin Locomotive Works in Philadelphia are said to have turned out more than a locomotive for each working day of the last year, and we are informed by good authority, that they have received an order for 300 new locomotives, to be used on one line in the Southwest, where most of the railroad building has been done during the past few years.

While some of these locomotives are built to replace old and worn out "scrap heaps," most of them are additions to the total number and mean another engineer and another fireman to the list of our collaborators. The great desideratum in the case is that the faithful fireman shall be the one selected to fill the position he has so long been in training for and that his place may be filled by a man whom, in due time, we shall be proud to hail as a brother in our Order.

BOSTON, MASS., March 6, 1888.

MR. EDITOR:—In reading *March Magazine* I was much pleased to see the subject of keying rods discussed, for I think it is something well worth being understood. How often we have seen engineers, almost every time their engine stopped, with set-screw, wrench and maul driving and loosening keys, with the rods of their engine forever pounding, heating and cutting, when a little understanding as to the subject on their part would make them less trouble and be quite economical for the corporation in the way of saving broken pins, rods, &c. I fully agree with E. J. Rauch as to keying side-rods and back-end of main rods; of course, there are exceptions to all rules, and if "Vulcan" had an engine where the largest part of pins came in line with rods on quarters, then key them at that point by all means; but with the most of pins that I have seen, the centres were the proper points to do the keying. A great many roads in this section of the country, are doing away with keys, in side-rods, which I think is a grand move; the lost motion between box and strap being taken up with sheet-iron liners, a broken rod or pin being now quite a rarity, to what it formerly was.

An engine that is or can be pumped even, either with pump or injector, is more economical, easier to fire and more comfortable to run.

As to full throttle, I agree with "Eccentric Strap" my experience has been that what will do at one time and place and under a great many circumstances, will not do at another. For *even runs* on a road that is

up hill and down, a light throttle I have noticed, (with heavy trains) will result in more even speed, saving of coal and water; that is with our engines especially on freight. Our freight engines have cylinders from 18 to 20x26 in. with ports 10x1½ in., exhaust ports 10x2½ in.; with full throttle, especially when running light, they would lag or lose speed, (after attaining a certain speed) saying nothing about the riding of the engine. The latter I believe was almost wholly due to compression in cylinders; the same engines with light throttle would go along comparatively free and ride much better.

I would say to "C. B. & N." in answer to his first question: What alterations would be made with valve gear of an engine to use a 5½ in. throw eccentric, instead of 5 in. throw? That ports, valve, lap and lead, remaining the same, the eccentric with 5½ in. throw would have to have less angular advance than a 5 in. throw—no other change; as to his second question, I can't see that there would be any difference whether he got the 5½ in. travel from the eccentric, or from lengthening the top arm of rocker, which would be necessary with a 5 in. throw, and 5 in. travel of valve.

I would like to ask the readers of the *Magazine* one more question; as there seems to be no answer in particular to relief-valve questions, although "Vulcan" says "a person not on the spot would be in no position to solve it." I think there was a cause for it, which if found out, would solve perhaps some greater puzzle; my question is this: In what position should an engine stand whose pins were perfectly round, wedges up where they should be, to have rods keyed up?

Washington.

MR. EDITOR:—I see by the last two or three numbers of the *Magazine* that the eccentric question has been fully discussed. I hope it is settled so every body understands it. I was not going to enter into the injector discussion, but as I see so good a man as our friend "Vulcan" doubts if it can be done, I will state that six or seven years ago I experimented with a new Mack's injector, and with a steam pressure of forty pounds, run up a water pressure of ninety pounds in a wrought iron cylinder to which a new steam gauge was attached.

Our neighbor, "Gravity," wants to know if there is any difference in the weight of a reservoir at atmospheric pressure or at 100 pounds. It is heavier under pressure. A reservoir containing 100 cubic inches at atmospheric pressure will weigh thirty-one grains less if the air is exhausted. If that is the case, a reservoir containing 100 pounds pressure, or seven atmospheres, will weigh seven times thirty-one, or 217 grains more than if filled with air at atmospheric pressure.

F. X. H.

The First Locomotive Pilot.

Mr. L. B. Davies, of Columbus, O., gives the Cincinnati *Commercial-Gazette* the following account of the first pilot or cowcatcher used on a locomotive:

"The time and place of the first introduction of the cowcatcher was upon the Columbus & Xenia R. R., about 1853.

"At that time the only pilot or cowcatcher in use on locomotives was a row of iron spikes about four feet long and placed about one foot apart one foot above the track, the structure being made fast to the bumpers of the engine. This was a dangerous contrivance and there many disagreeable experiences with it.

"Once we caught a cow on one of the spikes in the night time between Springfield and Spring Valley. The spike entered under the fore shoulder and dragged her over the ends of the ties until we reached the Spring Valley water station, where we discovered what had happened. Nothing remained of the animal but her head and shoulders. In those days we had no headlights on the locomotives, and no part of the road was fenced in, so that running over stock was a nightly occurrence.

"These things set me into a steady train of thought as to how I would improve the pilot, which could not be used long as it was then constructed. One day, with my mind running in this channel, I noticed a farmer plowing in a field near the railroad and the manner in which the mold-board of the plow threw the earth to one side caught my attention and gave me an idea which finally developed into the plan of the modern cowcatcher. It seemed just the thing for a locomotive, except that it was one-sided, and I soon came to the conclusion that this could be remedied by putting together two structures like the mold-board, which I did, making a cowcatcher exactly like every one used in the United States today. The first one made was put on the locomotive 'Paterson,' of the Columbus & Xenia road, and on the first trip Superintendent Medberry accompanied me. On the down run run we went through a flock of cattle and they were thrown to right and left so beautifully that Mr. Medberry immediately approved the arrangement and ordered that every engine on the road be provided with a cowcatcher. which was done as soon as possible.

A power and speed regulator has been patented by Mr. Christian Rowland, of Lanark, Ill. It consists in the combination of a ratchet clutch mechanism, a driven shaft, and a flywheel rigidly fixed to the shaft at a point between the driven section of the clutch and the point of utilization of the power, for regulating the speed of machines run by hand or power.

TO MRS. IDA A. HARPER.

Written after reading your editorial remarks in the February Magazine.

WORTHY MADAM: I truly feel sorry to-night
 For the ladies all over the nation,
 Who devote so much time for your columns to write,
 And expect to win approbation.
 In your eloquent way, with a fluency free,
 You unmask a whole broadside of thunder;
 If you'd only reflect, with myself you'd agree,
 That you've really committed a blunder.

I must take you to task in some stanzas of song.
 You insist that the head of each letter,
 In the manner commenced, is disgustingly wrong,
 And confined to a ster'otyped fetter;
 If they did not observe any news from the Lodge
 Which they sought for so much in our columns,
 Should they mention the fact, you denounce it as fudge.
 And you state such remarks would fill volumes.

I suppose in some more editorials, too,
 You'll denounce all those grand resolutions,
 Which appear with the names of the much favored few,
 When from life Death proclaims dissolutions;
 The whereases so novel—you know what I mean—
 The resolves on the death of a brother,
 How they weep his demise, though his face they've ne'er seen,
 Poor unfortunate son of his mother!

All the "sudden alarms" which are heard at the door,
 You would have us believe are expected;
 That the job was put up many evenings before,
 And the boys knew the moment selected.
 That the talk and the looks of "astounding surprise"
 Were all counterfeit frauds long enacted.
 Your ironical pen brings the tears to my eyes,
 And I fear you will set me distracted.

If a dear little baby should heavenward roam,
 Or some sweetheart fly off through life's portals,
 Or a wife upward soar from a "grief stricken home,"
 You'd denounce us as as lachrymose mortals
 If we tell to your readers the grief we endure,
 And expect fifty thousand to share it,
 Just because your own breast from such things is secure,
 You'd deny us your space till we air it.

I'm aware that it isn't my business to mix
 Up in matters belonging to ladies;
 But I've long been accustomed to critical kicks,
 Such as some would sink under to Hades;
 So please pardon these lines which are here in defense
 Of the dearest of all darling creatures;
 And for writing the same I shall find recompense
 In the bright beaming smiles on their features!

— *Shandy Maguire.*

Woman's Department.

EDITED BY IDA A. HARPER.

"In the spring a young man's fancy
Lightly turns to thoughts of love,"

and the same may be said of the young woman's fancy, if, indeed, it ever entirely turns in any other direction. We, of mature years, all have experienced that beautiful spring time and found our homes before the summer ended. And now it does not require that soft and incense-breathing season to awaken thoughts of love, they abide ever with us, through the scorching summer heat, in the mellow, frost-touched autumn and during the long, dreary winter when sentiment goes with the thermometer down to zero. Young people cannot understand how there can be any pleasure in the plain, practical existence of married folks, and a girl would utterly fail to comprehend the enjoyment with which the wife looks forward to the spring house-cleaning. To the girl it means only dirt and confusion and hard work and she could not understand what every good house wife knows, viz.: that there is no experience on earth more solid and soul-satisfying than to go over the house, freshly-cleaned, heave a big sigh, sit down and just drink in the effect. The well-beaten carpets, neatly tacked down, the new wall paper, spotless wood-work, shining windows, fresh curtains, furniture all in order, closets and drawers neatly arranged, everything finished! Talk about Love's Young Dream! Why, that is a very commonplace emotion compared to the one which fills the housewife's breast as she gazes upon the result of her labors!

Happy the woman who has a good home, a kind husband and healthy children. For this was woman created and this is woman's sphere. But it must not be understood that because a woman does not marry, her life is therefore a failure. There are excellent reasons why all women do not marry and some of the grandest women who have ever lived have never married. Frances Power Cobbe, one of the most eminent women in England; Florence Nightingale, known to the world; Maria Mitchell, one of the greatest astronomers; Frances E. Willard, the apostle of temperance; Susan B. Anthony, the earnest advocate of equal rights; Clara Barton, the great humanitarian; Anna Dickinson, the eloquent orator; Louisa Alcott, the unsurpassed writer of children's stories; Rosa Bonheur, the distinguished painter; Anne Whitney, the renowned sculptor; indeed one can scarcely touch upon the list of names, it is so long. To

say that these women have lived in vain because they never married would be the height of absurdity. Not having families to claim their time and ability they have been enabled to devote their lives to the benefit of the whole world and have performed a far greater work than if they had settled down to the small round of domestic duties.

But of course the great body of women always have married and always will do so. It was the plan of creation that homes should be founded and man should be supported from the products of the field, but it does not follow that all women must marry any more than that all men must be farmers. There will always be enough marriages to keep up the divine institution of the family. There is greater danger of too many marriages than not enough. People marry who are totally unsuited to one another, and who are not physically in a condition to marry and who bring children into the world whom they cannot support. In such cases marriage is wrong. However, the average man and the average woman are happier to be married. It is the inborn desire of every woman to want a home and she is fitted by nature for domestic life. Hence we say the home is "woman's sphere." It would be more nearly correct to say, "Home is the center of woman's sphere." What shall be the circumference or limit of that sphere is a question that each woman should decide for herself. If it is necessary that a woman should go out in the world and work in order to maintain this home, then she should be permitted to select the occupation she is best fitted for and should receive the same wages for her work that a man receives for the same work. If there is a question as to how much and for what purpose this home shall be taxed she should be allowed a voice in the matter. In all questions concerning the education of her children she should have a vote just as the father of these children has. If she sees this home threatened by intemperance, that deadly foe to the home and family, she should not be told to go into her closet and pray and then try to make her home as attractive as the saloon, but should go forth from that sacred threshold, clothed with the legal and political authority to force the saloon out of existence or, if this is not possible, then compel it to regard the laws made for the protection of society. And having accomplished this noble end, the wife and mother will return, proud and happy, to that home which to her will always be the dearest spot on earth.

Home is indeed "woman's sphere" but the cooking, the nursing, the mending are only a segment of the perfect whole. The woman who confines her time and her talents to these only, performs but a part of

the duties of the wife and mother. They who would refuse to woman any of the opportunities afforded by this free government, only deprive her by so much of the power to maintain and protect that beloved home to which womanhood will cling as long as it shall exist upon the earth.

Isn't Shandy Maguire a little inconsistent in his humorous poem contained in the February number? He says,
"All my life I most earnestly prayed and desired
That all women should worship their men."

He then proceeds in three stanzas to assure the wives that as soon as they are dead their husbands will weep crocodile tears from their glad eyes, flirt with the lady friends who bring flowers for the coffin and as early as possible will find another wife to take the place of number One. It might strike some wives that this is rather poor encouragement to "worship their men." Perhaps Shandy is like a lady who called on me the other day, arrayed in seal skin and diamonds, and told a most pitiful tale of how her health was completely broken down and her physician had ordered a change of climate but her husband positively refused to let her go because he said a woman's place is at home. "Well," I said, "why don't you pack your trunks and go anyhow?" "O," she replied, "you know there are more women than men and husbands are very hard to get and if you give your husband any excuse for a divorce some other woman will be ready to pick him right up and you will not get another!" I will send her Shandy's poem.

"An Engineer's Wife," from Brazil, Ind., speaks a good word for Headlight Lodge. She says: "I was proud to see my fireman go from the left to the right, and I desire to see more taking the sunny side. The poor fellows have a hard life. I always rejoice when I hear the sound of the whistle, and call the children to the window to watch for papa. All railroader's children wait to meet papa, and mamma is not far behind! Their wives have a lonely life, but they are happy to hurry supper and have nice refreshments for the lunch basket. The B. of L. F. is a grand Order. May God keep them in the right."

"An Engineer's Wife," from Ludlow, Ky., writes in behalf of Old Kaintuck Lodge, 104. She says Bro. Fred Grademan has had a serious mishap in having his arm broken, but is pulling through very nicely. Mr. Ed Gilligan is taking a business trip to Louisville. Bro. Charles Heimbürger has been promoted to the right hand side."

MAY BURTON should go for advice and assistance to her family physician.

We give in this issue a letter from Aurora, Ill., favorable to equal suffrage. In the next number we will publish one from Syracuse, N. Y., in opposition. We are pleased to see the ladies taking an interest in this question and will gladly publish whatever may be said on both sides, if it is briefly written. Indeed we are not quite sure but that we will suspend the rules and invite letters from the gentlemen on this topic. It is rapidly coming to the front, is of great importance and should be thoroughly canvassed from every standpoint.

OVER fifty letters were received for the Woman's Department this month. They will appear as rapidly as room can be made for them. We will urge our correspondents to be as concise as possible. We women love to talk but the game is played with a limit in the *Magazine*.

"BRIGHT EYED BEAUTY, a Fireman's Sweetheart," from De Soto, Mo., writes encouraging words for the firemen, and urges young ladies not to "keep company" with young men who frequent saloons and pool rooms.

EMMA O'DEEL writes from Memphis, and speaks of the Brotherhood men as "a noble, generous and gentlemanly set of fellows," and especially compliments the "gallant blonde Master of 278."

"An Engineer's Wife," from Green River, Wyoming, writes very pleasantly of the Lodge and Brotherhood of that place, complimenting highly the boys of No. 88.

"L. S., an Engineer's Wife," of St. Louis, Mo., writes very affectionately of Peace Lodge, 109, of which her husband is a faithful member.

PHYSIOLOGY IN LOWER GRADES.

"Listen, my children," the teacher said,
And she spoke in her sweetest strain;
"While I tell you a story wonderfully true
Of your senses and your brain."

She talked at length, and so well she held
The attention of each child,
That she thought, "At last I have made it clear."
And her face wore a gratified smile.

"Now, who can tell me," she finally asked,
("Remember what I said,)
Why that little organ called a nose,
Was placed in your little head?"

Deep silence fell on all the room,
And deeper still it grew;
When Johnnie raised his tiny hand,
"Twas made for to breathe through."

"No, breath is not a sense, my child,
Well, Frank, you think you know it?
What do we do before we breathe?"
"Please, ma'am, we have to blow it."

N. U. B.

TROY, N. Y., February 1.

THE GIRL AND BOY OF THE PERIOD.

To Woman's Department:

When a culprit is arraigned before a court of justice to be tried for a supposed offense, both evidence for and against him are brought to bear in his trial, thereby establishing his guilt or innocence. So it is with all just criticism—to be impartial, to recognize merit as merit, and vice versa, is what should be granted every object of the critic. I shall endeavor, therefore, in speaking of this production of modern domestic discipline, "the girl of the period" and her necessary complement, "the boy of the period," to be as just as possible.

The bad points in the characters of our boys and girls are not so much the result of faulty material, as they are the consequence of unfavorable circumstances, moulding them into strange deformities morally, mentally, and physically. I have observed a frail, stunted seedling growing in a dry, untended corner of a garden, struggle for existence until almost dead, with scarcely a perfect leaf, with roots barely covered by the earth, and with stem so perverted as to appear unsightly; yet, when removed to a well nourished spot where it could assimilate the air and the light, with plenty of moisture, I have seen it grow into a gracefully flowering plant. Take a child from a hovel of want and misery, where, from early infancy, his impressions of life have been dark and morbid, after his faculties have become dwarfed and morally mis-shapen, place him in a brighter and more prosperous condition, let the light of love and wise counsel direct his future course, and I will wager there will be a like transformation. There are within us in-born qualities for good and evil which are developed or dwarfed according to the circumstances of our lives.

I shall confine myself to an analysis of our American boy and girl, for in them we are most interested, their faults and virtues being our own. Very appropriate here are Goldsmith's lines from the "Traveller":

"Thine are Freedom, thine the blessings pictured here,

Thine are those charms that dazzle and endear;
Too blest, indeed, were such without alloy,
But foster'd even by freedom, ills annoy."

I fear we oftentimes see more alloy than good metal and our ills are become serious, though in no other country do we find more integrity, patriotism, love of the home-roof, heroism, intellectuality and progressiveness than here on American soil, where transplanted from one generation to the next, they have thrived and thrived reasonably well in our first century of independence.

The great fault with us Americans is, we waste energy and vitality by living too fast, that is grasping for more than we have capacity to enjoy or utilize, thereby sacrificing many of the best qualities God has planted within our nature. Thus, the father striving to amass wealth, neglects the home comforts and allows his religion to rust. His principles of honesty and truth be-

come elastic. He cannot, if he has the inclination to do so, replant them in the morals of his children, for the reason that the most potent influence example, is lacking. The mother, wasting her health, her patience, her love for husband and children by allowing her time and attention to become engrossed in discharging imaginary duties to society, to the church, to "suffrage" in all its disguises, falls in her duties of wife and mother.

It is like the fable of the beautiful marbles called lies and transparent cubes called truth. The marbles would roll about and lodge in every nook and corner, but the cubes had to be fitted to their places. By and by from much shifting about and trying to fit them to the same space as the marbles they became rounded at the corners and so defaced that they were easily mistaken for the marbles.

Thus, children sent to school, deprived of a father's counsel and a mother's attention, have their minds well filled with book-lore, are trained in the common usages of society, but with little practical knowledge of the responsibilities of life; they attain manhood and womanhood destitute of many of the essential requirements belonging to such an age, with small love for home, indifferent respect for parents, comparatively ignorant of the laws of nature, slight reverence for Divinity, they enter into the battle of life with their whole natures dwarfed.

Fathers, in your mad rush for prosperity, pause! Look behind you! See, you have trampled upon the heart's best impulses! You have forfeited the soul's great wealth! Turn! go forward more slowly, cautiously, as you would scale a dangerous precipice. Look well where you would have your feet to go. O! mothers, lay aside the thousand and one cares that have vexed you throughout the day; think not of those that are to come, but let your minds dwell at peace among the sleeping babes and the tired senses be lulled to rest in the presence of slumbering innocence. But why start from your slumbers with one accord. Were your children crying for charity? Well, then remember on the 'morrow, "charity begins at home."

No amount of rules or advice will profit in the training of children unless the parents and children are bound by love whose links are forged in heaven and have for their daily business the welfare of each other.

There is nothing, to my mind, sadder than to see parents toiling daily, denying themselves comforts and pleasures that they may raise the station of their children above their own, instead of illustrating to them, not only by words, but by example; by sowing seeds of love, truth, and filial duty, and teaching that poverty is no disgrace unless it be moral poverty, and that labor is honorable whether it be of the mind or body. But it is more lamentable to know that such sacrifices are often repaid with scorn and contempt for the uncouth but loving hands and hearts that made them. How often we see our

girls and boys ashamed of father's and mother's work-a-day dialect and unpolished manners but with never a blush for themselves in the use of a vocabulary that our illustrious Webster would scarce recognize as English, so interspersed is it with slang and current vulgarity.

I think, too, our good forefathers would tremble for the safety of their beloved republic to behold their modern daughters receiving the attentions of their cotemporaries of the opposite sex, distinguished for little else than a pre-mature knowledge and experience in dissipation, knowing that they hold the future of their country in their hands. Our great grandmothers would shake their heads with many misgivings on entrance into our homes of to-day, where frugality cowers under the lash of necessity and common-sense is blinded by the dust of a thousand improvements, so-called, in domestic economy. Methinks they would sigh for the safety of a country weakened in its strongest quarters—the homes.

Our girls have too much mental and physical strength to waste, after acquiring the common branches of education now in fashion, and the petty requirements of society are often more laborious than the duties of the household that rest upon them, in fact the former monopolize both time and energy. Yet with the busy routine of the modern girls' life she still has too much latent power that must expand itself or become dormant. As a result we see girls utilizing this latent power in small follies of enjoyment at first, until it gradually absorbs all other desires, producing in time a class of women devoid of half the beauty of womanly character. Often we see them wrecking health in giving up to enjoyment and frivolity all other cares and thoughts. Even should they escape moral contamination, as is often the case, what kind of mothers would they make? Very indifferent, I should think.

So it is with our boys, what is required of them does not use enough of their powers. There are too many "trees in the forest of difficulty" already hewn down. There seems to be even less restraint upon our boys than our girls in early youth, at least, we often see Young America roaming about as a sort of Bohemian, getting a foretaste of dissipation and profanity as it lurks in the streets and by-places.

Girls are more naturally kept at home and put to small duties than boys. Yet both can be employed at home by patient endeavor and study on the part of parents; and who can say it is not the safest and surest place for improvement if presided over by a good and noble mother. Every child's disposition should be studied.

Mothers too often, not from lack of ability, though for what other reason I know not, allow their children to gradually grow away from them through failing to instill principles of love, confidence and respect for the parents; many times humoring them to all kinds of whims and caprices without regard to health or the laws of nature, thus producing indiscretion and selfish-

ness in the children, when if by a little patience and time, they would stop to explain, to give reasons, making the children understand (and children are, quick to understand) that it is for their benefit that things are denied or demanded, there would be one lesson learned in childhood that it takes many a lifetime to learn.

Children are seldom taught the simplest facts concerning their own anatomy, and so develop into maturity almost as ignorant of God's noblest creation—the human being—as it is possible for them to be; an ignorance scarcely less than criminal, since its results are oft times so serious. To all mothers I would say, look well after your children's health and teach them how to take care of it, for with health and good sense they have abundant wealth with which to begin life. If you would have your children have healthy, vigorous intellects, see that they have healthy bodies.

The principal characteristics of our girl and boy of the period seem to be a tendency to rush through life hurriedly, expending as much of their vital force upon amusement as upon labor (perhaps more upon the former than the latter), a marked lack of reverence for things that commanded the severest respect of our forefathers, and a decay of family affections—a dangerous defect. And yet our boys and girls are bright and intelligent withal. Can it be their training? Perhaps, and yet, our old world grows better and better and will continue to improve as long as hands and minds are taught to labor. Parents, give your children something to do and teach them kindly, lovingly how to do it. Work with them and by them.

In conclusion I would say in the words of George Russel: "Let not then the young man" (and I would add also the young woman as well as every child) "sit with folded hands, calling on Hercules. Thine own arm is the demi-god. It was given thee to help thyself. Go forth into the world trustful, but fearless. Exalt thine adopted calling or profession. Look on labor as honorable, and dignify the task before thee, whether it be in the study, office, counting-room, workshop, or furrowed field. There is equality in all, and the resolute will and pure heart may ennobles either."

Beth Brierwood.

HUNTINGTON, W. VA., December 3, 1887.

To Woman's Department:

I am a constant reader of the *Firemen's Magazine*, and look forward to the coming of it with much pleasure every month. I am disappointed that none of the boys of 294 ever write a line or two for their *Magazine*. I am sure their brother firemen would be glad to hear from them and why not through the columns of the *Magazine*. The Lodge seems to be in good condition with a membership of twenty-one, all of them "wide awake" young men. It is said that the Master, O. G. Temple, is learning to keep Lent but has not yet left the primary grade. Receiver F. C. McDaniels has been on the sick list for a few days and is now improving. G. W. Lynch

knows how to attend to his business, and with these and E. A. T. Watkins, as Magazine Agent, we are sure the Lodge should flourish. I think the B. of L. F. a noble Order, and especially were we reminded of the fact last summer during the illness of their brother, C. C. Talley. They were especially kind and attentive to him during his illness, and some of them remained all the while as tireless watchers lest the death angel should come during their absence and carry him into the "dim beyond," but by the grace of God and the kindness of the members of 294, he was again restored to health. Several of the members of the Lodge, have in the last few months been promoted to the "right hand side," all of them doing quite well. As this is the first time I have ever attempted to write anything of the kind, I will not make it too long. If I see this in print I shall feel encouraged to write again. I, like the rest of your correspondents (especially the ladies), fear the waste basket, but hoping this will find favor in the eyes of the editor, I remain a true friend to the B. of L. F.

Louis.

HUMBOLDT, KAN., December 13, 1887.

To Woman's Department:

By request of one of the honored members of No. 24, Great Western, to write a letter of encouragement to the Brotherhood, I will try, although I am inexperienced in writing for any paper or magazine, and I fear I shall fail to pen as good advice as "He" may expect. Well, "boys," do you realize how near this year is fading away like the setting of the western sun, and how many of you think of the coming year and say, "I did try to do my best this year, but looking back over the past, I can see that there are many wrong steps I have taken, and I am going to improve those precious moments of the fast coming year, in a more profitable way." Boys, start out with a strong will and determination, saying, "I can do without that drink; what good does it do a fellow anyway? It is a habit, and I can do without it, and I am going to see at the end of next year which will conquer, intoxicating drink, or honor." Not only in drinks, can you start out with the new year, with good resolution, but many others, that are so distasteful habits to yourself, and especially to the eyes of a lady. Boys, what would you think if us girls would organize a society under the following resolution:

Resolved, That we, in convention assembled, do sanction and approve of discarding all young men who engage in the habits of drinking, chewing, smoking, or any pernicious vices.

Boys, would not you help support us by stepping forward with the help of God to refrain from indulging in such habits that are so distasteful to the young ladies, the ones who can make you so happy by even a smile, or a kind word? I think I have written enough this time, and fear, already, this will only find its way to the editor's waste basket. A fireman's friend,

Nora.

CLINTON, IOWA, Dec. 28, 1887.

To Woman's Department:

I wonder if the dear readers of this *Magazine* know there is such a Lodge as the Ladies Socley B. of L. F., No. 34, in existence? Well, there is, and it is a flourishing Order, and we have about thirty members. They seem to be working very harmoniously together. Mrs. A. J. Sill is President. She is a noble lady, and is highly esteemed by all. I trust we may have the prayers of all, that we may grow in numbers and live in perfect peace and unity.

In conclusion I will mention the surprise party we had at our worthy Brother H. W. Stephens', No. 607 Fifth avenue, December 2, 1887, the occasion being in honor of Mrs. Stephens' birthday. The guests numbered about 135. We brought with us the Austin band, which cheered the hearts of all with sacred music. There was also singing by Miss Davis, Miss Ida Dickenson and others. The presents consisted of an extension table, a tea set of French china and a set of ruby glasses. The services of attorney H. F. Bowers had been procured to make a speech and present the gifts, which he did nobly. This poetry is what he composed and read when he presented the dishes and glasses:

In childhood's days so long ago,
The years rolled on so awful slow,
We sit and wish and wish and sigh
For the tardy days to more rapid fly.

Then further on in mid-day life,
Battling on the waves of strife,
For places of worth, stately, fair and high,
As we watched the days go floating by.

Then joining hands, heart beat free,
Up life's hill with merry glee,
To the mountain tops far above the strand,
Facing trouble undaunted, hand in hand.

Dark clouds oft hovered o'er our heads,
Ominous sounds of trouble dreads,
Gloom casting its ghostly shadows round
Seem like sorrow's weight had victims found.

Then folded in each other's loving arms,
We shared alike these mild storm's alarms,
But when the bright light shone far above,
We smiled, we'd conquered trouble with our love.

Now on life's summit I see you stand,
Happy, loving, cheerful, hand in hand.
While around you friends with best of wishes,
Who present to you these gold band dishes.

Here we find the blithe, the young the old,
Their ages will ever remain by me untold.
While with joyous faces the *lads* and *lasses*
Blushing, present to you these ruby glasses.

Mrs. Stephens responded very appropriately, thanking them for their token of love and esteem. The evening was spent in a merry-making way. After refreshments were served the guests departed with smiling faces and merry wishes to the host and hostess, with many such happy returns in the future.

Fireman's Wife.

For Woman's Department.

FORGIVEN.

Oh! ask me not of years gone by;
Nor question of old sorrows,
For since that time, both you and I,
Have met with bright to-morrows.
But if a conscience stings sometimes,
And thoughts of home despond thee,
Remember! Judgment overtakes;
Remember! I forgive thee.

I will not promise to forget,
For vain were the endeavor;
The feeling that you were unjust,
Will haunt my mind forever;
'Tho', some who saw me at thy side,
Perchance may disbelieve me,
And think that I deserve the blame;
Remember! I forgive thee.

And, 'tho', I left my peaceful land,
For one so fraught with dangers;
And, 'tho', I left my cherished home,
To find a home 'mong strangers.
Should I regret, it would be vain;
Or, let past hopes remind me,
Should all the world pronounce thee wrong,
Remember! I forgive thee.

Dear stranger hands have sought to smoothe
My path, so rough and lonely;
Dear stranger friends have won my heart,
And solaced me completely;
Nor would I resurrect the past;
Could I but think 't would grieve thee,
Yet still, it may cheer thee on life's way,
To know, that I forgive thee.

And if upon thy dying bed,
Thou suffer with dejection;
It may but help to make thee feel
That mine was true affection.
Ah! "All that glitters is not gold;"
I am happy now, believe me,
And when a pang may rend thy breast,
Remember! I forgive thee.

And in a land where all is bright,
And all our faults forgiven;
Perchance, we'll see things as they are,
And meet again in heaven.
Then for the future let us strive,
On earth to do our duty;
And on the resurrection morn
You will find that I forgive thee.

Then let the past be buried deep,
For now the sea divides us;
And ne'er on earth we meet again;
Whatever may betide us,
Perhaps the fault all lay with me;
Who now, can judge us justly.
And while I bid thee adieu, good bye,
I cheerfully forgive thee.

WASHINGTON, IND. Mrs. H. B. Jones.

ALBANY, N. Y., December 16, 1887.

To Woman's Department:

I have been an interested reader of your *Magazine* month after month, and have read with pleasure the different items concerning the various Lodges represented, yet have never seen but once or twice, mention of Albany City Lodge 230, and I have often wondered why we do not hear from "Slice Bar" again. The members of 230 seem to be very quiet, but nevertheless, prospering. Our capable Master, G. W. Gilkerson, I am glad to say has been promoted to the right hand side, and I would, right here, add a word of encouragement to those left who are waiting for promotion also. Cheer up, boys, remember good things come slowly. Strive to be men in a true

sense of the word; live up to your Brotherhood motto of Benevolence, Sobriety and Industry, so that when reliable men are needed, the officials can turn their eyes in the direction of 230, and find just the men required. True worth will eventually gain its reward, and as we are reminded day by day, of the uncertainty of life, and see one after another dropping in the ranks, how necessary it is to be prepared to meet our God, and so live day by day that you may all meet on the right hand side in eternity. Hoping my first attempt will meet with due notice, I remain,
Guess Who Wrote This?

MIDDLETOWN, December 1, 1887.

To Woman's Department:

I am a reader of your *Magazine* and hope to find a corner in its pages, hoping to escape that terrible waste basket. I would like to see friends of Lodge 22, write a few lines for the Lodge, for I know they deserve it. When my husband returns from his trip over the railroad, I thank the good Lord, who has guided him safely over the road. May He guide each and every member of the Lodges, one and all, in the right path. I agree with a fireman's wife, in November *Magazine*, and I ask who has more need of a wife than a railroad man? I can whistle, sing, or talk with anybody; still, like Polly Snipper, am willing to see my hubby wear the breeches. With best wishes to the Brotherhood, Mrs. Editor, and if you will please look a little the other way, and not at that horrid waste basket, so much, Oh, Oh, Oh!
C. U. Later.

DICKINSON DAK., February 7, 1888.

To Women's Department:

How many of the sisters keep house plants through the winter? I am tempted to ask the question by the pleasure and satisfaction that my few, simple plants afford me. Out here in bleak Dakota, which has been so especially anathematized this winter, there is a joy in having this touch of summer always present which, perhaps, would not be so keenly felt elsewhere. When the far-famed blizzard is running riot over the land and one scarcely dares to poke one's nose out of doors, to say nothing of venturing out bodily, then we turn with greatest satisfaction to our array of plants, these reminders that the present weather cannot continue always; that the time is coming when the blizzard will no longer hold undisputed sway; when spring with its soft, balmy air and all its vernal beauties will be with us.

Then the interest with which one watches the growth of plants becomes absorbing; the delight occasioned by the budding of some choice fuchsia or geranium; the regret at the spectacle of some obdurate "slip" gradually drooping and pining away despite all the tender nursing and care bestowed upon it; the surprise at the phenomenal growth of some of the rapid-growing vines, as the Madeira vine or ivy, which will extend themselves along the wall several inches in a single night. We learn to feel a tender regard for our

plants, as they become, in a certain way, members of the family; and thus we are drawn nearer to nature and nature's beauties. If we can succeed in interesting our husbands in these objects of our love and care, so much the better, on the principle that happiness is more complete when shared by another.

I will close by adding a little rhyme on the subject of my letter, which I beg you will not laugh at, as, like most of my fellow mortals, I am extremely sensitive to ridicule.

MY WINDOW GARDEN.

As I stood looking forth from my window,
On the world in its winding sheet,
Spread over it last night by the angels,
While we mortals lay wrapped in sleep,

How far off, to me, seemed the distant spring.
In the face of this winter day,
Until chancing to turn my glance inside,
Hope returned, a bright, comforting ray;

For my eyes fell upon my winter flowers,
They conveyed a reproach, though sweet,
And their colors had never seemed so bright
As I bent, their reminder to greet.

The scarlet geranium, so gorgeous,
The snow-white, as pure as the snow,
The petunia, soft-tinted, pale lilac,
Peeps out the begonias below.

The coleus forms foliage gaudy
'Gainst background of soft, tender green,
While the carnation's bright, glowing blossom
Next the heliotrope may be seen.

All these are a glorious contrast
To the white-shrouded world outside,
And remind me that with us the winter
And its storms will not always bide.

The spring time will seem far more lovely
By the snow-covered contrast to-day,
As life's sunshine is always more welcome
When it scatters the clouds from our way.

O, soul within, heed ye the lesson
Thus taught by these fair, fragile flowers;
After winter God *always* sends springtime
To atone for these dark, stormy hours.

Ella H. Cunningham.

IN MEMORY OF BRO. J. D. McMAHON,
Engineer on the Central Railroad, who died at Marshalltown, on December 1, 1887.

Our Brother Joe has left us,
His days of suffering are o'er;
His journey in life is ended,
He has gone home, to that beautiful shore.
He has gone to the land of brightness,
Where sorrow and suffering are unknown;
Why should his friends be sorrowful,
Why should his loved ones mourn?

He has gone and left his loved ones,
To-night they are lonely and sad,
Thinking of days—never more to return
When their hearts were happy and glad,
Thinking of days—before sickness and death
Came to their once happy home,
And summoned dear Joe to a peaceful rest,
And to dwell near the heavenly throne.

For many long days he suffered
More than pen can ever write;
All caused by a railway accident,
One stormy winter's night.
May God care for his wife and children,
May they never know want or care,
"Till the Great Ruler beckons them home,"
To meet their dear Joseph there.

CHICAGO, ILL.

Sadie McMahon.

For Woman's Department:

WHO SHALL JUDGE?

Once in a busy city lived a maiden
Fair of face and pure of heart,
Then a lover wooed and won her,
Swore to love till death do part.

For a time their lives ran smoothly,
There was given to them a child,
Filled the mother's heart with gladness
This new love, so sweet and mild.

Soon came a day when the husband
Grew careless and cold to the wife,
An indifference more wounding, more bitter
Than open warfare or strife.

Then crossed her path a temptation
In the form of an unmarried friend—
Too late she saw the dark pathway,
With the terrible pit at the end.

If she had been cared for, protected
As many another young wife,
She'd found strength to resist this temptation
And the love that was part of her life.

Did he love her? this kind friend
Whom she thought so noble and true;
He said so, and made her so happy;
If false, he and God alone knew.

And will she be shut out of heaven?
This young wife, with sin on her head,
Or will God in His infinite mercy
Grant forgiveness, when she lies dead?

'Tis a question that will never be answered
Till the sea gives up its dead,
And she stands at the gate of heaven
There to hear her sentence read.

Vita.

HORNELLVILLE, N. Y., Dec. 12, 1887.

ST. THOMAS, December, 1888.

To Woman's Department:

I have had many opportunities of reading the *Firemen's Magazine*, but I have never availed myself of the privilege until I carelessly picked up the December volume and glanced as was natural at the Ladies' Department, where my interest was aroused by "Mary's" letter in which she stated how her husband pitied the firemen, who had to take their lunch from boarding houses, where they never got anything good to eat, that he heard the women gossiping about. I think Mary's husband's pity is not needed. I could not recommend all boarding houses, but I know for a fact there are a great many that have all the comforts of a model home, good wholesome food, and delicacies which would tempt the most sickly appetite. Imagination extends a long way and many a man proves that to his cost. Scores of men marry women who are sadly deficient in that most useful accomplishment—cooking; then what they elevate their nose in a boarding house they eat at their homes because they have to. "Mary" may be a good cook but her husband must not imagine she is the only woman in the world who can cook. He may have had a sad experience at some inferior place and therefore should not judge all alike. Fearing I have already taken up too much of your valuable space in my lecture to "Mary's" husband, I shall cut my letter short, hoping I shall not be consigned to the waste-paper basket.

Vic.

CAPE VINCENT, N. Y., December 8, 1887.

To Woman's Department:

I have been really charmed by this part of your *Magazine*. I wish to express my thanks for the strong, brave words for temperance, and the helpful thought in the little poem—"Trust in God and Do the Right." I send you some lines, in which is expressed a thought that has been a helpful one to me:

GOD'S PROMISE.

"Eighty years had Moses waited,
For his great life work to come;
Work of leading forth God's people,
Out of bondage, toward their home.

Forty years in court and palace,
Ming'ling with the life of man,
Gave him learning great, and knowledge;
Taught him human minds to scan.

There he saw his kinsmen toiling
At the tasks that knew no rest;
'Till his heart was filled with yearning
That their wrongs might be redress'd.

But his patience was not perfect;
Not yet could he lead with skill;
Not enough was human knowledge,
He must learn to know God's will.

He must learn Jehovah's greatness,
And his own heart to distrust;
Learn to fear God for his power,
Yet to feel Him kind and just.

Forty years of quiet duty,
Distant from the striving throng,
All his great warm heart expanded;
Gave him wisdom, made him strong.

Tenderness he learned, and mercy,
Watching o'er his fleecy care;
Courage, shielding them from danger;
Perfect was God's training there.

Then God called him to his mission,
Sent him forth to show His Word;
Great the task, but strong the worker,
Trusting wholly in the Lord.

Then his life he gave to lifting
Those poor, wanderlug, helpless Jews;
Teaching them of God and Canaan;
How their minds and hands to use.

For a time, they followed gladly;
Then their hearts were turned away:
Moses, seeking their forgiveness,
Went without the camp to pray.

And the Lord spake unto Moses,
As a man speaks with his friend;
Promising his grace to guide him
All his journey to the end.

Sisters, we too have a mission;
Leading forth the slaves to rum,
From the Egypt of Intemperance,
To the Canaan of Christ's home.

Many Pharoshs may hinder,
With the hardness of the heart,
We may ford 'Red Seas' of scorn
If we bravely do our part.

If a brother should, like Aaron,
Yielding to the people's nod,
Set a calf of gold before him,
Worship it and call it God,

Let us pray that he be pardoned.
Strive, that he may be reclaimed;
Work, that in our state or nation;
Not a drunkard shall be named.

Are you weary, faithful sisters?
Is the burden hard to bear?
Does it seem the Heavenly Father
Stays the answer to your prayer?

Never let your courage falter,
By His promise you are blest;
For, His presence shall go with you,
And His love shall give you rest."

Cousin Nell.

AURORA, ILL., February 2, 1888.

To Woman's Department:

On hearing that Mrs. Helen Gougar would speak at the City Hall at 2 P. M. I straightway looked over my old *Magazines*, found and re-read the article by our editor, entitled "Three Women," and decided to attend the meeting. I wonder how many sisters of No. 80 were present this afternoon. I cannot find words to express my admiration of Mrs. Gougar and her noble work. Ladies of Kansas, what is the cause of your silence? Mrs. Harper requested some time ago that you would write us in regard to the election. I think it is high time that we began to post ourselves on the question of Woman Suffrage, to search for means to better ourselves and our children. How can we expect to make noble men of our boys when the saloon, billiard hall, shooting gallery and club room stand with open doors inviting them to ruin? When the women vote these places will be closed. And again, if fathers would consider the inconsistency of preaching temperance to the boys while keeping bottled beer in the cellar, or of telling the small boy "tobacco is a filthy weed" while holding a lighted cigar between the fingers. I once heard a mother talk earnestly to her boy about these evils and when she had finished the little chap raised his bright eyes to his mother's face and said: "Why, papa smokes!" Of course we must teach our children to honor their parents. Why was it not also written, parent honor thy child? It is better to teach by example than precept. We want less theory and more common sense. The time is near at hand when the women of America will stand on an equality with men, help make the laws we are obliged to obey—receive the same amount of pay for our work and consequently be better fitted to rear our children. Never before have we been offered such opportunities. Shall we prove ourselves true and able workers in the great field of reform, or weakened by vanity and frivolity shall it be said of us, "You have been weighed in the balance and found wanting?" It were better to rouse from dreamy reveries and aid in pushing forward the car of progress, aid in ushering in the time when peace and prosperity, virtue and happiness, joy and righteousness shall find an indwelling in every heart.

"Hasten that day just Heaven,
Accomplish thy design,
And let the blessings Thou hast freely given,
Freely on all men shine.

Till equal rights be equally enjoyed,
And human power for human good employed.
Till law, and not the sovereign rule sustain,
And peace and virtue universal reign."

Mary.

VICTORIA, Mo., January 22, 1888.

To Woman's Department:

I have been entertained many hours reading your interesting *Magazine*, as a very dear friend of mine (who is a member of Industrial Lodge No. 21, of St. Louis) sends or brings me the valuable *Magazine* every month. When I read so many nice letters from the kind ladies, and especially in January number, thought I would write. Hope my piece will not be destroyed, as "Peach Blossom" will find recipe for chocolate cake: 2 cups of sugar, 1 cup of butter, the yolks of 5 eggs and whites of two, 1 cup of milk, $3\frac{1}{2}$ cups of flour, $1\frac{1}{2}$ teaspoonsful of baking powder, 1 teaspoonful of vanilla; bake in jelly tins; whites of 3 eggs, $1\frac{1}{2}$ cups of sugar, 4 or 5 tablespoonsful of grated chocolate, 1 teaspoonful of vanilla.

Sometimes I boil almost a pint of milk, then add chocolate, eggs, sugar, and thicken with corn starch; when cold, spread between the layers. This being my favorite cake, thought I would bake one when my "favorite fireman" came to dine one day. I was sadly disappointed, as Johnnie did not like my cake. Perhaps he enjoys eating my auntie's cakes best. If some kind sister will please send recipe for fruit cake, I shall try and please my sweet-heart again. I am trying to learn to bake, sew and do housework, as my school days are past. The one who wrote from De Soto and signed himself as "One of the Boys," in January number, certainly is a true, noble gentleman, because he wrote so nicely about intemperance. Our country would be far better if there were more men like the unknown "One of the Boys." All try to work for temperance.

Some of the nicest young men on the I. M. R. R. are Mr. Chas. Becker, J. W. Stroup, Fred Grano, "Geranium"—only a joke. Fred, come down when the flowers bloom again, and there may be a geranium especially for you in our flower garden. As this is my first attempt, and not wishing to tire any one's dear little eyes reading this piece, I close with best wishes for the *Magazine* and Brotherhood. *Lulu.*

HANOVER, N. H., December 28, 1887.

To Woman's Department:

My brother gave me a gold pen and holder at Christmas, and perhaps it would not be inappropriate to "christen" them in the service of the *Magazine* in which he is interested. He is a member of Granite State Lodge, located at Concord, N. H.. Some months ago I sent you some verses at the request of a cousin who is also a member of that Lodge. They were so kindly received that I will venture again though I am not sure that my Pegasus will take kindly to a gold-plated harness. Why don't some of its other relatives speak up for the Granite State Lodge and show their "hubbles," brothers and—that the "pen (especially a gold one) is mightier than the coal shovel?"

I once went for a ride on the engine with my brother and enjoyed it very much. I also wanted to go for a ride on the goat that is supposed

to have his headquarters at my brother's Lodge, but he rather discouraged the idea, thought there wasn't any side-saddle, &c., but I shall refer the matter to the goat. Yes, yes, "Deacon," I'll stop now, though these new fox tails will cover your blushes to a very large extent.

Alice O. Darling.

SPRINGFIELD, ILL., December 11, 1888.

To Woman's Department:

As the December *Magazine* has arrived and I see nothing from Capitol Lodge No. 46, I will write to let you know that 46 is still alive and doing well, and has fifty-six members all in good standing. They are all active and generous Brothers, always ready to lend a helping hand in time of need. They gave their 12th annual ball Thanksgiving eve, and had a grand time. Bro. T. Welch has laid down the scoop and now handles the throttle. May he meet with success. Bro. Joe Shafer is a steady worker for the Order and gives entire satisfaction. Bro. B. Dowling is hostler and gets them out on time. Bro. Ed. Roland is *Magazine* agent and is working for a prize. Bro. T. Clark is a favorite, especially among the fair sex. Bro. B. Cunningham is all broke up over something. Wonder if there is a lady in the case. If this don't reach that dreadful waste basket, you may hear from me again. I remain, very truly, a fireman's sister. *Katie B.*

HOLLAND, MICH., Jan. 21, 1888.

To Woman's Department:

To-day, while looking over the *Firemen's Magazine* and seeing the wives' and sisters' articles the thought suggested, how would it do for a mother to say a few words and if it is put in the waste basket no harm is done. There is no *Magazine* or paper that comes to my home that is more welcome than the *Firemen's*. I like the *Woman's Department* very much. "He is only a Railroad Man," is what we often hear, but let me ask where can be found a more sober, industrious class of men than are to be found on our locomotive engines? I am proud of my sons that they are considered worthy to hold the position of engineer and firemen on a railroad. I am also thankful that our Heavenly Father will not judge us as we judge each other. Then, dear sisters, let us pray that our dear ones who go out from us to their work, well and happy, may be kept from all danger and safely returned to us, and, let come weal or woe, that we all may meet around our Father's throne in heaven, is the sincere prayer of a railroad boy's *Mother.*

TOPEKA, KAN., January 27, 1888.

To Woman's Department:

I have been a reader of the *Firemen's Magazine* for many months past and have anxiously waited for a few lines from Flower of the West Lodge. No. 205 has been, and still continues to be, a grand success. It has a large membership and its boys being a set of honest and worthy members, always having a cheering word and willing hand to help each other along. That the Lodge may prosper and still continue its good work is the sincere wish of *A Well Wisher.*

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

APRIL, 1888.

NEW YORK, March 22, 1888.

Mr. Editor:

I am forcibly struck with your editorial in the March number on "Hiring Engineers," as it so well endorses what I said some time back in answer to "Slick Eye See," and gave the facts and reasons therefor, that there are no "vacancies for engineers." It is commendable in any man that he should desire advancement, and that he should leave no means untried to qualify himself for it, but that he should seek that advancement at another's expense is the other side of the question, and one that involves more than a passing thought. I know this is a ticklish matter to touch upon, yet I propose to give my views on it regardless of who it pleases or displeases; satisfied in my mind that what I shall say are my honest convictions of right.

A man hires himself for a locomotive fireman. I am not aware of any case where the question of his being made an engineer is spoken of on either side, hence there exists no *right* by which he can demand the position; nor is there any *right* on the part of his employers to insist on his accepting of it if he does not want to. Accepting this as the true position of the parties—and I claim that it is—the matter can be reasoned out with benefit to all.

A worthy engineer is out of work, and go where he will he is met by the fact that "no engineers are hired;" "our firemen all demand the jobs when vacancies occur, and we don't want any quarrel with them." Allow me right here to ask if you do not think of another and more potent reason for this? The engineer is virtually driven out of his position by the unjust demands of men who in turn will have to take a dose of the same medicine unless they awaken to a sense of their danger and call a halt. I know it is the ambition of a fireman to become an engineer, and it is a laudable ambition, but is it wise to get there by a means that will surely work his ruin in the end? I am not writing this in the interest of the engineers alone, but for the

good of both branches of our profession. Would it not be better for the firemen to pursue a course that would, when they reached the goal of their desires, keep them safely there, than one that would only put them up, like ten pins, to be knocked down—and out! Men talk a great deal of their rights and of justice, but they forget the rights of others; and their sense of justice generally refers to their side.

This desire to get hold of the throttle has become a mania, and my experience has shown me that the less a fireman is fitted for it the more unfortunate he is in his demands. The really qualified man is usually modest and retiring, rather distrustful of his abilities than otherwise. I have the means of knowing, and I can say the number of engineers applying for work on the new Elevated Railroads around New York is beyond the wildest guess; and yet the policy of firemen and engineers is to still further increase this number of idle engineers. The remedy is in your hands, and if you fail to apply it—what then?

Your institution is a good one, in some respects better than any I know of. Keep it so, do not allow it to deteriorate; let each member feel that on his conduct and character depend the welfare and standing of the whole, and so conduct himself that it shall be without reproach.

I attended a union meeting of the Order on the 19th Inst. at Easton, Pa., and am free to say it was a success. The citizens of Easton, if they mention it at all, will be forced to say the Brotherhood of Locomotive Firemen, as represented there, are gentlemen. I will say right here, the gratification I derived from grasping the hands of many who knew me only as your correspondent repaid me a thousand fold for any effort I have made to benefit your members, and Sunday, February 19, 1888, will always remain a green spot in the memory of

E. J. Rauch.

MONTREAL, CANADA, January 18, 1888.

Mr. Editor:

The late ball given here by the B. of L. E. and B. of L. E., was a most enjoyable event. It was a joint affair and both the engineers and firemen worked together harmoniously for success, and achieved it. Nothing affords me greater pleasure than to see the two Brotherhoods a unit. Why should they not be? The engineer and fireman work together, share mutual perils, and there is every reason why they should be bound together by hooks of steel. The ladies were attired most elegantly and received the most careful attention of the sterner sex. The committee is entitled to great credit for its able services, and to the members thereof is due largely the success of the occasion. The railway officials were very kind to us and rendered valuable assistance, for which the boys feel very grateful. The executive committee was made up as follows: T. Clark, of the B. of L. E., chairman; J. Ashcroft, of the B. of L. E., secretary, and F. Payette, of the B. of L. E., treasurer. Long may the two Brotherhoods live together in harmony and good will.

J. J.

SOUTH KAUKAUNA, WIS., January 28, 1888.

Mr. Editor:

In the *Magazine* for January from Mauch Chunk, Pa., relative to insurance I will say to begin with, I do not agree with the writer. Our medical examination is, I think, as it should be, but suppose you have spent the best years of your life on a locomotive; you joined the Order to protect yourself and you had to be a good man physically to be admitted. Well, say in five or ten years you should accidentally lose one of your eyes or become fire-blind, that of course would bar you for service as a locomotive engineman; now to throw that man out on his own resources would, I think, be cruel—and take a case of consumption, or numerous other diseases or accidents, that would bar a man from ever after following his chosen calling, if he should live at all; do you think it is right or just that such a member should be turned on the charity of the world? I for one say no, he should have, if not all, at least a portion of his insurance. I think this is a subject, for every member's careful consideration, and I am glad to think our grand officers have helped as many as they could and as far as laid in their power so to do. Doctors cannot always tell whether a man will live or die. I think it should be in each subordinate Lodge's power to have a voice as to whether a brother in such circumstances is deserving or not of at least a portion of his insurance and not wait until he dies and then give it to his heirs. We have lately had to undergo a time card examination here. I hope at the next Convention there will be a law passed requiring every member of our Order to stand an examination on our constitution and by-laws. Now in conclusion I will say as the time approaches for our next Convention let every Lodge be careful and select their best material for a delegate, not because he is a good fellow or has business that way, but one who has every interest of our noble Order at heart. Remember that the laws those 375 delegates make are what the balance of us are in duty bound to live up to.

Reliable.

HOUSTON, TEXAS, January 31, 1888.

Mr. Editor:

Although No. 146 has not heretofore occupied much of your valuable time and space in the *Magazine*, it can, by no means, be assigned to the rear rank of our Order. A more progressive and energetic body of men would be hard to find. On the evening of January 26th, I had the pleasure of attending the wedding of Bro. Walter Kitson and Miss Julia Minter—what better example would a Brotherhood want than that set by jolly old Kit? There was gathered together some of Houston's most fascinating beauty, and until the wee small hours of morning the happy laugh of the guests bore testimony to the fact that they were being well entertained. The music, the waltz, and the soft voices of the gentler sex combined to make the picture one of perfect happiness and contentment. To judge by the loving glances that were exchanged between some of the other members of 146 and

their fair partners, one could safely predict a few more just such happy occasions in the near future. Being only a visiting member here I must say that the courtesy one receives would be difficult to describe. Bros. Keeler and Barnes and numerous others are examples of true manhood. They are Brotherhood men in every sense of the term. I have a letter from good old 344 and it pleases me to know that the boys are doing well and taking right hold of the work of the Order. Wishing all Brotherhood men boundless prosperity, I remain yours in the cause,

Bradshaw.

SLATER, MO., January 31, 1888.

Mr. Editor:

We have sixty-two names on the rolls of West End Lodge No. 18, and they represent a body of men that would do credit to any organization. Our officers are earnest and progressive and put forth their best efforts to advance the interests of the Lodge. If promotions continue our Lodge will be made up almost wholly of engineers. More than twenty of our boys have been transferred to the right hand side and are doing good work. Our second annual ball on December 31st, was an immense success. The hall was beautifully decorated and the music was furnished by Professor Lee's orchestra, of Kansas city. Each and all who were in attendance enjoyed themselves heartily and commended the management in the highest terms. Our Superintendent Recues, and Assistant Superintendent Sanford, and Master Mechanic, Mr. Hill, have our special thanks for favors shown us. Our committee worked faithfully for the success of the ball and too much praise cannot be bestowed upon them. We were exceedingly pleased to have visitors from Roodhouse, Marshall, Kansas City and other points. Wishing the order God speed, I am fraternally yours,

West End.

VINCENNES, IND., March 11, 1888.

Editor *Firemen's Magazine*:

A few words about Tried and True Lodge 361, may be in order. Business on the road is good and the boys wear a smile. Bro. Schermerhorn still hunts up the boys and keeps them all square on the books. Bro. Coddle has returned from a visit to his parents at Harmer, Ohio. We are glad to add the name of Jas. Godride to our roll. Jim is a true-hearted brother and always has a welcome for any brother who may happen to meet him. Bros. Quirks, Cunningham, and McChesney, of 41 have also come into the fold of 361. They are all noble workers and true Brotherhood boys. With a few more such members in our Lodge we will stand at the head. I could speak of more of the boys, but space, I presume, is precious. But before closing I will mention the fact that Bro. Whaler has got married and has the best wishes of 361. Bro. Harry Deputy has had the great misfortune of losing his devoted wife, who died last November. She left three small boys. In his bereavement Harry has the profound sympathy of 361. Long live the Brotherhood.

Yours,

Roxey.

For the Firemen's Magazine.

MY MUSE.

To my Esteemed Friend Wm. J. Matlice, Past Master of Troy City Lodge No. 315, B. of L. F.

Life on the railroad, is like life in school.
There are those who obey; there are those who rule.
There is malice, and envy, and conflict, and toll;
Men blunder, gain prizes, and fall, and moli.

To some sad souls this life appears
A weary waste of years and tears—
A long, long list of childish fears—
A sharp harsh discipline that sears—
A constant falling in arrears.

Is 't so?
I know
That storm clouds meet;
But when they greet,
They greet to bless
And send largess
To toll-worn nature.

In wonder lost, a boy has come
To find among "the boys" a home.
But work he soon forgets.
Each face is strange, the boy is dumb—
Fresh to such scenes he can but roam
From place to place and gaze.

Days come, days go.
A face of woe
Moves to and fro.
The voice is low;
The eye bespeaks some ailing,
The memory seems falling,
The countenance is palling,
What remedy availing
The lonely homesick heart?

Alas! alas! these strange sensations,
Which thoughtless folk name vain creations
Of a morbid mind,
I find

That homesick people are maligned.
Give them sympathy thrice refused!
Suffering like this tells that love hath shined
In the life. Honor to him, whose heart chambers are lined
With loved portraits of home! God designed
Thus to teach to our kind,
Lessons of home's royal worth.
Yet scarce have these words been breathed in our ear
Ere we see the scene shift—is it music we hear?
And bright is the life *yester* so dear.

ASPIRATION.

Desire is strong,
The days too long.
Who dreams of wrong?
Youth sings this song:
"Bright is the gem the world calls success—
Bright is the gem which I will possess—
Bright is the gem whose price is no less
Than my life and my labor—all honored success."

In gold treasureless,
In faith measureless,
Youth is allured;
Honor assured.

SORROW.

Hark! dost thou hear some strange sad strain?
Has the frost touched the bud? Has the storm-king, named Death, come again?
Home to the soul e'en comes grief at life's morning;
Comes with great shock, comes without warning.
Life of its bright joyous promise is shorn.
Language tells not how deeply they mourn,
Who in youth, lost their manifest friend.
God pity the man who loves not another!
God pity the man who mourns a lost brother!
Love like to this, he ne'er will know other.
Rest! brother rest!
Rest, with the blest.

When by life's disciplines we are distressed,
When by perplexities we are oppressed,
When storms wildly rage, we would fain be God's guest.

Rest! brother, rest!

PERSISTENCE.

Through the ragged rift—
Fitful in its drift—
Of a gray cloud clift
Shines the star of Hope.

And now ambition stirs the spirit. How men
have thriven,
When they were driven!
If I have Hope, glad boon, God given,
What if men fail; if hearts are riven!
No less the bravely shall I have striven.
Bold is the flight,
That attains the height.
"Toll," is the word for a man of might.

SEPARATION.

And now the time has come at last,
When fun and frolic all are past,
No more the old familiar faces,
Shall meet in these familiar places.
The goodly company of men,
Who made some room their common den,
In which to share their sport and pleasure,
When evening gave them quiet leisure,
No more shall meet as oft they've planned,
The number still unbroken.
"Here, Will—take this, a kindly token,
"Tween friend and friend. Here, George! Here, Jim!"

The words sound queer—and eyes grow dim.
"Fellows! good bye!" "Good bye!" shout all,
"We'll meet this summer, or next fall."
Confusion—haste—one swift, last word—
They've gone. Oh! how the soul is stirred,
With conflict strange, 'twixt hope and grief!
The time they meet next may be brief.
The time may never come.

THE LESSON.

The years are born. The years are buried.
Through keen rough strife, the youth is hurried.
Ho! brother! Hither, rest your soul!
How goes this life? What is the goal?
"Pinched with want, or blessed with wealth,
He is happy, that hath good health.
Health of body—not that alone—
Health of spirit, else a sad, wild moan,
With despairful tone,
Shall burst the barrier of the sepulcher stone.
Life out in the world, is like life in school:
There are those who obey; there are those who rule;
There is malice, and envy, and conflict, and toll—
Men blunder, get prizes, and fall, and moli.
Some do their tasks well; many do their tasks ill.
Of sorrow and misery, all have their fill.

Gold does not satisfy.
Gold will not ratify
Bargains for peace.
Hopeless that task, I learn—
Fruitless for men to yearn,
Planning release.

Life! It is worth just this:
God grant we may not miss
Its grave great meaning—
Life is to take the man
So as to make the man
Worthy of gleaming."

Pure in your purpose, brave in your action
Heed not the sly, false, mean word of detraction.
Listen to duty's call,
Heed love's appeal, and fall
Fighting with zeal.
God has great work for each;
God every life would teach
Lessons of weal.
God every life would reach—
All heart-aches heal.

—Colonel.

SAN BERNARDINO, CAL., January 31, 1888.

Mr. Editor:

Our first ball, given at San Bernardino, Cal., December 28th, 1887, was a success, socially and financially, and every one present seemed to have an enjoyable time. Bro. Neisbet is as graceful in a ball room as he is in handling the scoop on engine No. 2. Bro. Rothrock made himself useful in introducing the Alfalfa girls to visiting brothers, and the way Bro. March danced the racket brought down the house. Bro. Taylor made himself useful in the box office, and the way he made change would have aroused the envy of Barnum's fast ticket seller. Bro. Burt, we are sorry to state, was taken sick early in the evening and had to go home. Some say he got dizzy from watching Bro. March waltz. Bro. Monroe did the honors in the dress circle to the right, while Bro. Hardy kept the ladies amused to the left. Bro. Lumsden was the only wall flower, his natural modesty kept him off the floor—he says he is more at home on the old 78 than sailing over the slippery floor. Among the many citizens who honored the B. of L. F. were Mr. and Mrs. E. W. Moore, Mr. and Mrs. Charles Bernard, Mr. Jacobs and ladies, and many others, too numerous to mention. *Lamb.*

PITTSBURG, PA., January 31, 1888.

To the Editor of the Firemen's Magazine:

Again I will take my pen in hand and let you know that Iron City, No. 318, is still in existence, although a good many of its members have not awakened from their Rip Van Winkle sleep yet; but have patience, boys, and you will see them come to the front before long. I now wish to state to you that our second annual reception, held January 24th, was a great success, both socially and financially; everybody was delighted and enjoyed themselves to their hearts content and were only sorry when they heard the beginning of the home waltz. Bros. Wills, McManamy and Wertz acted as floor managers, Bros. W. O'Donnel and Findley as door keepers, Bros. M. E. O'Donnell, W. Alexander, Mrs. W. Alexander, W. O'Donnell and Mrs. F. L. Thomer at the refreshment stand, and R. E. Chamberlain and Bro. Myers, from Youghiogheny Lodge, 302, attended the cloak room. M. E. O'Donnel certainly was a card on that evening, although he was almost like Robinson Crusoe on the island (having a stand to himself); it was immense to see the pretty Fridays of the gentler sex flock around, and I have no doubt but that you will find him in the same place again in '88. We have only one thing to regret and that was the absence of Vice Grand Master Hanahan. He had promised us to spend that evening with us but failed to do so, but I suppose he missed connections, got snow bound, or was prevented through one of the thousand things that may fall to the luck of the traveler, but whatever it may have been, we will overlook it this time and hope that he and all the rest of the Grand Officers will give us a call at our next, in 1889.

F. J. Thomer.

CAMDEN, N. J. February 16, 1888.

Editor Locomotive Firemen's Magazine:

Of late I have seen several reminders through the columns of the *Magazine*, that the house built on the rock stands. Twice within a year have we been called to perform the last sad rites the living can do for the dead and in both cases I learn our dear brothers made their peace with God ere taking leave of this mortal frame. Bro. Henry Jobes died July 4, 1887, leaving a wife, four daughters and three sons to mourn the loss of a kind and loving father. The family desire to express their gratitude through the columns of the *Magazine*, to No. 72 members and the Brotherhood in general for their kindness to them in their hour of need, and to the Grand Lodge for the promptness of the payment of the death claim in full, namely, \$1,500.

Yesterday, the 15th, a bitter cold day, we laid the remains of Bro. M. Wells at rest, but how different the home surroundings; here we find a widow with three daughters, and no boys to take the place of father and provide for the family. May each mother's heart be lifted up in earnest prayer to God, who has a son that can and will go forth and provide honestly the necessities of life when husband and father are taken away.

This brings forcibly to my mind the need of adopting the excellent suggestion of our true friend and benefactor, William E. Lockwood, of having a World's International Congress of the Brotherhoods of Engineers and Firemen. By such means we could gain useful knowledge and better fit our sons and firemen to take the places they will sometime be called to fill. I am pleased to see the interest taken in the several departments of the *Magazine* and particularly in the Mechanical Department. This should be grist for our mill, let each brother take time to duly consider and reason out the problems and do not fail to express an opinion for fear of being laughed at, for he who laughs last laughs best, and who knows but by one hour's study each day, you may become *best*.

One more word and I leave you. Old No. 72 is stronger to-day than ever. Composed of good material—men who command the respect of the company and those whom they come in contact with. That our Brotherhood may live without a peer in the land is the sincere wish of

Myst E.

ELDORADO, KAN., January 8, 1888.

Editor Magazine:

Please allow me space in your *Magazine* to tell the readers how the members of 369 were taken by surprise at our meeting to-day. While our worthy Master was expounding the law and our worthy Vice Master was eager for "the truth, the whole truth," etc., the Chaplain was trying to look solemn, the Secretary was busy answering correspondence, an alarm at the door broke the monotony. Of course proceedings were stopped, when in came four young ladies carrying a huge package which when opened before our wondering eyes proved to be a large and beautiful Bible, which was presented to us in a very neat

and impressive speech by Miss Clark. Of course the brothers were so overjoyed that every member present responded in a very able and enthusiastic manner. The donors were Misses Mary Bally, Nora Clark, Sadie Brant, Dora Harris, Minnie Harris, Mrs. C. H. Findley and Mrs. T. S. Clark. Miss Mary L. Bally lives at Tracy City, Tenn. Her acquaintance with one or more of our members, together with her generosity, led her to write a long letter to the ladies of 309, and enclosed was found \$2.00, which was the start of the handsome donation. Altogether it was a joyful occasion, and will long be remembered by the members of 309. *F. S.*

PLATTSMOUTH, NEB., February 6, 1888.

Mr. Editor:

While reading our January *Magazine* I noticed a letter from Brother Yetter, of Mauch Chunk, Pa., in which he hoped our next convention would do away with total disability claims, except in cases of total blindness or loss of a limb. I will ask Brother Yetter if he would not consider himself totally disabled as far as engine work is concerned, were he to lose one eye, or say you have a water tank spout fall down on you caused by the crane breaking, it may strike you, on the back and disable you, as it did in Brother Habig's case at Beatrice, Neb. He received a draft for \$1,500, and it gladdened the hearts of all his family. The same misfortune may befall you. You may be disabled, and your wife and children spared from want by the prompt payment of the \$1,500 disability claim. I cannot think that there is any applicant taken into a Lodge who was disabled at the time of his admission. I will agree with Bro. Yetter, that our medical examination debars many an applicant, and I think it is good discipline, but I would say if a brother is disabled in his head, or back, he is just as much entitled to the \$1,500, as one who has lost his sight or limbs. While our insurance is not costing us so very much, we should leave good enough alone. I am fraternally yours, *J. E. Kline.*

POINT EDWARD, January 30, 1888.

Mr. Editor:

The fourth annual ball of Huron Lodge, 221, took place on January 24th, 1888, and was a decided success, over ninety couples being present. The grand march was led by Bro. and Mrs. Farmer, and a most enjoyable evening was spent. The Lawrence orchestra supplied the music. The hall was beautifully decorated and surpassed all previous efforts. A novel programme was made by Bros. Farmer and Gray which showed two dances at a time, and much credit is due them for the hard work they did to make our ball a success. The hall was decorated with flags, evergreens, etc. Back of the stage were the portraits of our Queen and the President of the United States and the official map of our Brotherhood. In front of the stage were the words "Welcome to the Fourth Annual Ball of Huron Lodge, 221, of the B. of L. F." On the sides of the hall were our charts, pictures of locomotives of

all kinds and sizes, the monograms of the B. L. E., B. L. F., O. R. C. and B. R. B. entwined with evergreens, flags, etc. The windows were tastefully arranged with lace curtains. In the rear of the hall was the programme covered with evergreens with two huge horseshoes inscribed with the words "Remember Our Motto" and "Good Luck to Our Boys." The general opinion was that the hall was never decorated better before, and it is a pleasing fact that the B. of L. F. boys here are respected, not only by their mothers, wives and sweethearts, but by the general public. A little after midnight all adjourned for supper furnished by Mr. Draper, who spread a most bountiful repast, and all hands seemed to do it justice. The committee are highly delighted with the manner in which Host Draper treated them. After supper all returned to the hall where dancing was kept up till morning when all returned to their homes feeling that they had a most splendid time, and well satisfied with the fourth annual ball of Huron Lodge, 221. Bro. Morrison sold the most tickets. Bro. Ren-ton was our supper fiend. Bro. Watman is a great man on a ladder. *E. E.*

TOPEKA, KAN., January 13, 1888.

Editor of B. of L. F. Magazine:

Flower of the West Lodge, No. 205, is advancing slowly but surely. We have in the neighborhood of sixty members in good standing. Our Master, George Atherton, is the right man in the right place, and when he is in the Lodge room, those present know it. Our Secretary, C. Marsh, is a good man, and our Collector, Chas. Riddle, is also a good man, and when the boys cannot find him at the round house to pay their assessments they can go to his house and his wife will do the business as good as Charlie himself. Bro. Musselman, our Receiver, is the proper man to fill that position. He is still at the scoop on engine 511, and Bro. Fredericks has got a change and is now holding down the left side of engine 100, Bro. Scott is on engine 541, Bro. Holley is on the daisy of the road, engine 504, and Bro. Williams is on engine 361. A good many of our brothers have stepped over to the right side in the past year, and all are giving good satisfaction. I will name some of them: Bros. Wright, Dimmer, Porter, Frey, Marsh, Buler, Johnston, Wilson, Davis and Symington. Hoping you will give these few lines a space in our valuable *Magazine*, I remain,

Yours fraternally,

An Old Fireman.

ALBANY, N. Y., January 22, 1888.

Editor Firemen's Magazine:

I suppose you would like to hear from Albany City Lodge No. 230. It is composed of seventy members, all in good standing. Our worthy Master, Geo. W. Gilkerson, has been promoted to the right hand side, also Brothers Truax and Groat. Business on the N. Y. C. is very brisk, and the boys are happy. It would be agreeable if some other member of our Lodge would write for our good *Magazine*. Yours,

M. A.

A WINTRY WAIL.

Here we are, a fighting army, at the northern hills and lakes;

Hoary Winter, cruel Winter, do your worst. We are chilled, benumbed, and tortured with the hunger and the shakes;

Hoary Winter, cruel Winter, do your worst. We are at our posts of duty, fighting bravely night and day,

With our snow-plows and our flangers, as we try to clear the way,

But our hearts are nothing daunted, and we're eager for the fray.

Hoary Winter, cruel Winter, do your worst, do your worst.

You assail us with your fury, and you make our bosoms drear,

Hoary Winter, cruel Winter, do your worst. You attack us in the forefront, on the flanks, and in the rear;

Hoary Winter, cruel Winter, do your worst. Oh! you pelt us with a vengeance from your heartless icy throne;

And your snow-flakes pound our bodies just like missiles made of stone,

Yet, amongst the railroad army there is not a coward drone.

Hoary Winter, cruel Winter, do your worst, do your worst.

You impede the wheels of progress with your frequent snow-blockades;

Hoary Winter, cruel Winter, do your worst, You exert a devil's fury when you catch us on the grades.

Hoary Winter, cruel Winter, do your worst. How you batter at our noses till they are an inkly hue!

And you penetrate the marrow of the dauntless engine crew,

Till an old maid's heart would scorn man in such a shape to view,

Hoary Winter, cruel Winter, do your worst, do your worst.

You contest the revolutions of our slowly moving wheels.

Hoary Winter, cruel Winter, do your worst. And the tear of madness rolling, on our grimy cheek congeals.

Hoary Winter, cruel Winter, do your worst. And the fire-box for a hen house isn't one degree too hot,

Scarcely heat enough within it to scald water in a pot.

Like the way some boarding houses make such tea as stomachs rot!

Hoary Winter, cruel Winter, do your worst, do your worst.

We have got a brave commander, and right soon you'll hear him sing,

Hoary Winter, cruel Winter, do your worst. In the rivers, on the mountains; and he'll make the flowers spring.

Hoary Winter, cruel Winter, do your worst. He will send his rays to cheer us and dispel your piercing blast,

He'll dissolve the ammunition that you freely at us cast.

And he'll o'er you be a victor for the vengeance of the past.

Hoary Winter, cruel Winter, do your worst, do your worst.

Soon again we'll hear the warbling of the silver-throated birds,

Hoary Winter, cruel Winter, do your worst. And our lips, articulating, will be musical in words,

Hoary Winter, cruel Winter, do your worst. And the smiles of beauty beaming will salute us as we run,

And the fields, like panoramas, will be blooming in the sun.

And the cabs grow reminiscent as we tell about the fun.

Hoary Winter, cruel Winter, do your worst, do your worst.

Shandy Maguire.

MT. VERNON, ILL., January 31, 1888.

Mr. Editor :

The third annual ball given by Evening Star Lodge, No. 112, B. of L. F., at the opera house in this city on the evening of Dec. 26th, was a grand success in every particular. The hall was elegantly decorated with lanterns, flags, evergreens and mottoes of our Order, all blended beautifully together so as to cause exclamations of surprise and delight from all present. The hall was thronged with fair ladies and brave men who enjoyed the pleasures of the dizzy maze until the gray light of morning warned us that all pleasures must have an ending. Many guests were present from points on the line and other places, and all, including our home guests, expressed themselves in unbounded terms of the pleasure enjoyed, and it was the universal wish that the happy occasion could be repeated at no distant time. One of the pleasant events of the evening was the voting of a valuable gold monogram pin to the most handsome and popular fireman present. The contest was between Bros. Thos. Deveney and Thos. Munlon of 112, and Bro. Jos. Fromme of 160, and the latter brother was the most fortunate one. Our worthy Collector made the presentation in a happy and felicitous manner, which evoked a round of applause. Joe was so overcome that he was with the greatest difficulty prevented from making a speech in reply. Bros. Deveney and Munlon took their defeat very hard, as they pride themselves very much on their handsome appearance, more especially Bro. Deveney. Too much praise cannot be given to the members of 112, who worked so unceasingly to make our third annual ball the success it was. Bros. Miller, Thickston, Deveney, Munlon, Rigglin and Laney are particularly deserving of mention for their untiring efforts. Quite a handsome sum was realized which was put into our charity fund. Our Master Mechanic placed us under obligations for his kindness in letting us have lanterns and flags and letting as many brothers be present as could be possibly spared from the service on the road. Our Lodge has a reputation among the amusement-loving people as to the excellence of our balls that is excelled by none, and the third annual has added still further lustre to it. My pen would fain linger in describing the pleasures of this happy occasion, but a mind's eye view of the waste basket bids me stop. With earnest wishes for the continued prosperity of our noble Order, I close.

Heat-light.

MILFORD, MASS., January 16, 1888.

Mr. Editor :

DEAR SIR:—Will you permit me through the columns of that welcome monthly visitor, the *Firemen's Magazine*, to express in part the feelings which struggle for utterance in experiencing the many acts of brotherly kindness of which I have lately been the recipient. It is only when some trouble greater than usual comes that we instinctively turn to the chastening hand and see through the mist of sorrow and pain the kind wisdom that is apparent in thus bringing

us to a realizing sense of our own helplessness, and so it is that when we are in a strange place, destitute and discouraged, the brotherly grip, not infrequently the more substantial evidence of sincerity that accompanies it can, in a measure be appreciated. It was my good fortune (I say good fortune, for although in one way bad fortune the many deeds of kindness I experienced at the hands of some members of our noble Order made me the less regret the bad fortune in that it showed me the true inwardness and beauty of those principles of charity and brotherly love inculcated by the teachings of the B. of L. F.) during my recent trip west and on my return, to experience some of the kind acts which make me bless the day I joined the Order. I desire particularly to mention Bros. Bain and Green of No. 81. No two members on the N. P. are more prominently connected with the Brotherhood or take a deeper interest in its welfare. Bro. Bain especially—although now in business—finds time to attend meetings and by his counsel and well-timed suggestions materially aids No. 81. I was also very kindly entertained by Bro. Jas. J. Carey of the "Manitoba" and by Bros. Polny, Brims, Leonard and McDermott of No. 360 and by Bros. Hubbard and Lewis at Conneaut, Ohio, and just here I would like to express in a measure the sense of gratitude I feel at the very kind and considerate way in which our worthy Grand Master and yourself welcomed me at Terre Haute on the occasion of my recent call. Words are sometimes very good evidences of good faith, but when, as in your case, *deeds* as well as words, go to swell the sense of obligation, I cannot but pray that the reward that always accompanies a good action, quietly and generously performed, may be your portion. I would like to mention Bro. Kilbourn of the N. Y. & N. E. and Bro. Morrison of the Fitchburg, whose many kindnesses were the means of enlisting my lasting gratitude. Hoping that the present efficient management may long be spared to both the *Firemen's Magazine* and the Order which it champions, I remain

Fraternally yours,

A. H. Stewart.

NEWTON, KAN., February 2, 1888.

Mr. Editor:

On January 26th, 1888, the first annual ball of Star of the West Lodge, No. 340 was held in Wright's opera house. Music was furnished by the celebrated Cowboy orchestra, of Dodge City, Kan. The hall was nicely arranged and beautifully decorated, the various railroad signals were displayed, a headlight was placed at each end of the hall which added immensely to the beauty of the decorations. Also a miniature engine was displayed which was placed in front of headlight at rear end of hall. This magnificent structure which Engineer Warren Davis built with his own hands was one of the most perfect pieces of architectural work ever witnessed by the people of Newton. The A., T. & S. F. officials did all in their power to allow as many employes to be

present as possible, and granted passes for all who could attend. The ball opened at 9 o'clock P. M. with the grand march, led by M. M. G. W. Smith and wife and Supt. H. R. Nickerson and wife. There were over 500 persons present and more than 150 couples participated in the evening's entertainment. Our visitors were as follows: Four couples from Emporia, Emporia Lodge, 53; four couples from Eldorado, Walnut Valley Lodge, 369; ten couples from Arkansas City; twenty couples from Nickerson, Reno Lodge, 258. The Nickerson people came down in a special train pulled by engine 71 which was beautifully decorated with flags and banners and presented a gay and gaudy appearance. An elegant supper was served at the Arcade hotel. The evening's entertainment closed with a waltz entitled "Home, Sweet Home." All in all, it was a magnificent affair, and will for years to come remain fresh in the memories of those who were present as one of the most enjoyable times spent in their lives. In closing, our Lodge wishes to return thanks to G. W. Smith and H. R. Nickerson for all favors received, and hope we may meet them at many more such enjoyable affairs.

Down in the Corner.

NEW YORK, January 15, 1888.

Editor *Firemen's Magazine*:

On January 12th Just-in-Time Lodge held their annual ball at Tammany Hall, which proved a success. Many of the boys who never indulged in the fine art before got up and shook their foot. Bro. Cowdick appeared in full dress, patent leather shoes and a new silk beaver, which with his well trained mustache made all the ladies heave a deep sigh as he approached them, and it is said on the quiet that he fell in love with a charming Miss B., of Jersey, to whom he wrote the following piece of poetry:

The fireman mounted his iron steed,
The train went out in the world;
He took off his hat and shook it back
And said good bye—my girl.

Charlie.

St. LOUIS, Mo., February 23, 1888.

Editor *Firemen's Magazine*:

Most earnestly have I scanned our columns from month to month with two purposes in view, first and most important, to discern something from our own "21," secondly, to discover some name from which I might borrow a title over which I should talk to you of those whom I esteem. Yesterday I struck it. The Brother from Ft. Wayne, "Slide Rod," must explain himself or his *nom de plume* is hereby declared an infringement on my position—unless he is simply an imperceptible and inaccessible *inside rod*. If he claims to be an *outside rod* please allow this to inform him that Industrial, No. 21, has for three years past relegated to me the right to maintain the honor belonging to such an auxiliary, and I do still maintain I am, so far as I can see, the most promptly and frequently lubricated side rod in this vicinity, and therefore conclude that I am alongside of one of the best driven machines West of the "Father of Waters." Why not? In-

dustrial Lodge, No. 21, of this city, is composed, rank and file, body and soul of the very best of men. As an assemblage, a heartier, stronger, healthier set, more perfectly imbued with a congenial vitality could never be found. To individualize merit would be impossible. Earnest, thinking, acting, not talking men are they. Their officials accomplish much in little time. Master Phil. C. Snyder, an ubiquitous sort of a genius, will gather to his broad bosom a friend outside the fold and in less time than it takes to narrate the circumstance, convince him, in the "and-don't-you-forget-it" sort of style, that his only hope of indemnity while facing the fire here and possibly hereafter, consists in becoming a faithful member of the Brotherhood. Reference from Master Snyder to the deacon-like visage of Bro. Giclas, Secretary, is sufficient. The candidate is happy and contented while paying his respects (*et cetera*) to Bros. Murphy and Ladenberger. In this unasked tribute to their worth I trust I have not intruded upon your space, or perhaps on space belonging rightfully to "Inside" instead of

Respectfully yours,
Outside Rod,

Union Meeting.

The union meetings of the members of various Lodges of the B. of L. F., which occurs in various sections of the country every year, are invariably attended with the most beneficial results, and that which occurred at Easton, Penn., Sunday, February 19th, triumphantly demonstrated the wisdom and usefulness of such meetings. They strengthen the bond of union and magnify every purpose the Brotherhood was organized to accomplish in the interest of its membership. It is on such occasions that the term "brotherhood" expands to its most cherished, and it may be said, almost divine significance. At such meetings the rank and file of the Order are brought into personal contact. There is a mutual interchange of thought and the "good of the Order" is vastly promoted, and among men there is no more beautiful sight than to see the representatives of numerous Lodges, impelled by the same motive, the strengthening of laudable ambition, meet for consultation that they may the better promote each other's welfare. The meeting at Easton, conducted under the auspices of

ONOKO LODGE, NO. 211,

was a notable event in the history of the Lodge and of the Order. The Lodge is one of the most active and progressive of the Brotherhood, and in the arrangements made to meet every requirement, nothing that could contribute to the success of the meeting was overlooked or omitted. The arrangements were perfect, and from first to last no incident occurred to mar the pleasure of those whose good fortune it was to be present. At 10 o'clock A. M. a special meeting of the firemen was held with closed doors for the

transaction of business relating to the Order, at which addresses were delivered by prominent members of the Order, productive of good results. At 2 o'clock P. M. an

OPEN MEETING

was held in Abel Opera House, a beautiful structure of large seating capacity, and which was filled to overflowing, the audience having a large per cent. of Easton's fair daughters and gallant men, and while it has been the good fortune of the writer to see and address many assemblages of ladies and gentlemen, north, south, east and west, he does not hesitate to say that the gathering in Abel Opera House February 19, compares favorably with the best in all things calculated to please the eye. The meeting was called to order by S. F. Milheim, Master of Onoko Lodge, and immediately followed most delightful music, Concone's Mass, given by a quartet, composed of Mrs. John Hazard, Miss Elsie Walton, Messrs. Charles Vannerman and Howard Ellenberg, with Mrs. Jacob Vannerman presiding at the piano. When the music ceased, which was received with every token of approval, Rev. J. F. Sheppard, pastor of the First Presbyterian church, South Easton, offered prayer. Mr. Milheim then addressed the meeting and at the conclusion of his remarks introduced

HON. CHARLES F. CHIDSEY,

Mayor of Easton, who delivered the following stirring address, which was from time to time, applauded to the echo:

Gentlemen of the Brotherhood of Locomotive Firemen:

It is a privilege to stand here to-day and welcome you to the city of Easton. When invited by your local committee to perform this pleasant duty I accepted promptly—gladly. It gives me a long-coveted opportunity to speak to men whose services are of incalculable value to the public, and to say that I appreciate them, respect them, honor them; and for their careful service on many of my own journeys I thank them, here and now, most sincerely.

Your calling requires nerve, judgment, self-denial. To succeed in it you must be men—men in the broadest and best sense of the word. Your Brotherhood tends towards perfecting manhood, and, as a logical result, towards giving the public greater confidence and security in railroad travel. Because of your Brotherhood you are better men and better locomotive firemen than you would be without it. When its character becomes universally known, it must command universal admiration and respect.

The Brotherhood of Locomotive Firemen was organized at Port Jervis, N. Y., December 1, 1873; and its founders were guided by a wisdom born of ripe experience. They saw the necessity of organization in a country like ours, where the power of capital, as well as of every social, political, educational, and religious movement, is wielded successfully only through organization; but they recognized also the necessity of so organizing as to produce harmony rather than discord between capital and labor. They saw the force of the fable where the father of several unruly boys, who were always fighting among themselves, took a number of sticks and tying them together bade his boys break the fagot. You remember that after each had tried in vain he took the bundle apart, and then his sons tak-

ing the sticks separately broke them with ease. "Boys," said the father "united you may defy the world, but divided you fall an easy victim to every enemy." There is always strength in union. But your founders knew that it would be folly to antagonize capital and labor. In Longfellow's familiar poem, Hiawatha, just as he goes a-wooing the lovely Minnehaha, indulges in this soliloquy—

"As unto the bow the cord is,
So unto the man is woman,
Though she bends him, she obeys him,
Though she draws him, yet she follow;
Useless each, without the other."

Substitute capital and labor for "the man" and "woman" in these lines and they still remain the expression of a great truth. Capital and labor are and ever will be "useless each, without the other."

Seventeen years ago, in mid-winter, I crossed the Atlantic ocean from Liverpool to New York. The voyage was long and tempestuous. It lasted twenty days and there was a continuous succession of storms. For seven days not a passenger on the steamship was allowed on deck. When off the Banks a meeting was held in the main saloon to decide whether or not to request the captain to put into Halifax harbor. At this meeting the captain suggested that a committee of the passengers be appointed to examine, with him, every part of the vessel. The suggestion was adopted and it was my fortune to be one of the committee. We visited the apartments of the cabin passengers, of the steerage, of the officers and of the sailors, the place where freight was stored, the engine rooms, and way down on the very bottom of the ship where scantily clothed and with great drops of sweat standing out on their faces, night and day worked the firemen. The air was brought down to them in tubes from the upper deck. Regardless of storm and danger here these men, with only an inch or two of metal between them and the depths of the sea, toiled faithfully during all that dreary voyage. Never, in all the intervening years, have I forgotten those firemen!

The passengers adopted resolutions of thanks to captain and crew as we approached New York, but how few, if any besides our committee, entertained a single thought of the unseen workers on the ship's bottom—the faithful firemen! So it is on our railroads. We speed along in palace cars, chatting and enjoying the rapidly changing landscape, and when the journey is ended leave the train with some thoughts perhaps of the conductor, but not one of those men on the engine who, through sunshine and storm, through daylight and darkness, stood like outside pickets, always on the watch to prevent disaster—the brave engineer and fireman.

One of our money-kings—I think it was Jay Gould—is reported to have said, that to him the most beautiful sight in the world was a train of cars on a railroad. Gliding along swiftly, impelled by a force unseen, a train of cars is a beautiful sight; but it always seems to me as if I could almost see the dim outlines of the Angel of Death hovering over every train. To the engineer and fireman death seems especially near each trip they make—an invisible third person in their cab. Faithful to duty, risking life, leaving wife and children daily with a something that seems to whisper "farewell forever" as each time he bids good-bye—the locomotive fireman is a type of heroic, self-sacrificing manhood! To welcome to Easton an organization of men like this is an honor of which I feel sincerely proud.

In a conversation a few weeks ago with a member of the Order of Railway Conductors mention was made of this union meeting; and I said that the meeting of the Brotherhood of Locomotive Engineers held here about a year ago—at which its Chief, Mr. P. M. Arthur, delivered one of the best and most reasonable addresses I had ever heard—had made me feel that it was an organization superior to any labor organization

in this country. "That of the locomotive firemen," replied the conductor, "is equal to it in every respect. Why many who are promoted to be engineers retain their membership in it in preference to joining the engineer's brotherhood."

One of your number very kindly gave me a copy of your constitution. I have read it carefully; and I believe the conductor was right. It says wisely, that any member dealing in intoxicating liquors shall be expelled; that any Lodge holding picnics or balls at which intoxicating liquor is allowed to be sold, shall have its charter revoked; that any member using intoxicating liquor to excess shall be suspended for first offense and expelled for the second; and that any member dismissed by his employer for negligence, or misconduct, if found guilty, shall be suspended or expelled. The preamble of your constitution gives such a clear and concise statement of your character as a society, that, for the benefit of the ladies and gentlemen in this vast audience outside of your Order, I take the liberty of quoting it—for in my admiration of your Brotherhood I committed it to memory. It is as follows:

"For the purpose of uniting locomotive firemen and elevating their social, moral and intellectual standing; and for the protection of their interests and the promotion of their general welfare, the Brotherhood of Locomotive Firemen has been organized. The interests of our members and their employers being identical we recognize the necessity of cooperation, and it is the aim of the Brotherhood to cultivate a spirit of harmony between them upon a basis of mutual justice.

"Realizing the fact that our vocation involves ceaseless peril, and that it is a duty we owe ourselves and our families to make suitable provisions against those disasters which almost daily overtake us on the rail, the necessity of protecting our interests as firemen, of extending to each other the hand of charity, and being sober, industrious and honorable men, becomes self-evident; and hence the Brotherhood has adopted as its cardinal principles the motto: "Protection, Charity, Sobriety and Industry."

But, gentlemen, I am taking time that belongs to your invited speakers. I was only asked to come here and welcome you. Your President, however, said that one of the speakers had been prevented from coming and that he hoped I would extend my remarks. I have done so—but somehow a little incident from a newspaper keeps bobbing up in my mind and will not "down." It is this. Moritz Gottlieb Saphir, a famous Austrian journalist once asked a young lady at an evening party: "What is the greatest miracle in the Bible?" "Without giving her time to reply, a forward coxcomb—one of these very fresh young men that know it all—leaned forward and said: "I'll tell you. Why—that Elijah went to Heaven in a chariot of fire without being burned." "No—oh no," returned Saphir, "It was, that Balaam's ass made a speech without being invited." Now I do not propose to so place myself on this occasion as to give my friends an opportunity to liken me, either to the "fresh" young man, or to Balaam's beast. My invitation here was simply to bid you welcome. In a feeble way I have tried to picture to the public—as on a canvas—the locomotive fireman, as an individual, and as organized into a noble brotherhood. Our whole town says "Welcome" to such an organization of such men as are before me. Not only on the Sabbath, but on every day, not only now, but at any time, we are glad to extend to you, gentlemen, a most cordial and heartfelt welcome to the city of Easton.

It has seldom been the good fortune of Locomotive Firemen to be more delightfully entertained than while listening to the address of His Honor, Mayor Chidsey. It was replete with wisdom. It evinced familiarity with the subject. It evinced a generous rec-

ognition of the services of locomotive firemen to promote the public weal, and was highly appreciated by the vast audience. At the conclusion of Mayor Chidsey's address

REV. J. F. SHEPPARD

was introduced and spoke as follows:

It affords me great pleasure to meet so large a company of earnest men. The glory of a country is not in its rulers, not in its distinguished men whose great intellects easily force a way to prominence but in the people in general. The crowning glory of America is in her average citizens—the men who do the work, transact the business, elect our rulers and through their representatives make the laws. We believe the tendency of things is upward. Our people read the newspapers, subscribe for periodicals, cultivate schools, keep an eye on public affairs, constantly seeking personal and general improvements. We are not serfs nor inferiors and not, save in the honorable sense, are we servants. All this is especially manifest in recent years among our industrial citizens in the disposition to organization: witness, coöperative stores, trades unions, the various brotherhoods, and we trust also in the large general organizations. There have been errors and sorrows we grant; there have been many and very injurious. So has it ever been in the struggles incident to progressive movements. Church government has grievously sinned. National governments have committed frightful wrongs. School governments have been injurious. Even the sacred government of home has been wicked. Out of many failures and errors the sun of righteousness arises with healing in his wings. Earnest men with a great cause and with good intent are thinking and planning. In America with our magnificent opportunities, with our men who read newspapers, discuss affairs, study facts, men who hate violence and injustice, who love the right, the fair, the honorable. I will entrust the brightening future with such men and of such you form a part. I beg you to seek to realize the greatness of your mission and the importance of your times. Remember that your sons, who will soon be men like yourselves, shall profit or lose mightily by what you do of right or wrong.

I have been a toiler at hard physical labor. Experience has taught me to be full of sympathy. I know what it is to so labor that the sweetest enjoyment of life is rest for the over-wearied body. It may be yours to assist in lightening the labors of future burthen-bearing humanity in America. It may be yours to add to the blessings of lives which otherwise shall know little save weariness and toil.

I shall not enter into the discussion of your special principles but will wait to hear your honored officers whom you have summoned here to speak to us all. I come to you as a Christian man, and will ask you to consider a fundamental fact: "The blessing of the Lord, it maketh rich and He addeth no sorrow with it, (Prov. x, 22) and one fundamental principle "The fear of the Lord is the beginning of wisdom." (Prov. ix, 10.)

We live in times of tremendous importance. Men often scarce know what to do. What is safe and best? Let me illustrate from your own calling: I see a powerful and heavily burdened locomotive treading its way through a labyrinth of tracks and lights and dangers. The brave man who controls this mighty engine knows no trembling fear. Can he see a hundred miles before him? No, but he knows there is a track, not always straight, not always free from conflicting ways, but the signal lights abound and they tell him that so far he is right; try to beckon him without one faltering movement with all the force at his command to advance. My earnest fellowmen, in your high aims, your thoughts, your plans, in your individual and organized efforts, I beg you to be brave but be patient; I beg you to be unyielding and unfaltering in your

advances but watch as for life the signals. The Holy Scriptures are your chief and most valuable book of instructions. Its signal lights, set by the Divine, are counsel, warning and encouragement. They are for you. Fear God and keep his commandments: reverence the Sabbath; rejoice only when conscious of the Lord's blessing. The fear of the Lord is the beginning of wisdom. The blessing of the Lord it maketh rich.

It goes without saying that the reverend gentleman captivated the audience. It was a sermon and was listened to with profound attention, and all who heard it were strengthened in their resolutions to act well their parts in the affairs of life. Following the address of Rev. Mr. Sheppard

BRO. CHARLES E. WILSON,

of Jersey City, member of Washington Lodge, No. 13, was introduced and made a telling address. From experience, he knew the wants, the rights and wrongs of locomotive firemen, he knew their aspirations, and with what high resolves they toil on awaiting promotion. His address was received with demonstrations of approval, and all his words were fitly chosen.

The writer hereof had the pleasure of addressing the vast audience and bears willing testimony to the great satisfaction this splendid occasion afforded him of meeting and greeting so many of the men with whom he is identified, in carrying forward the grand mission of the Brotherhood of Locomotive Firemen.

In closing this imperfect notice of the Easton Union meeting, in all regards one of the best ever held by the boys, we most cordially felicitate the members of Onoko Lodge upon their success. The special trains from Phillipsburg, Reading, Philadelphia, Hoboken, Harrisburg, Morristown, N. J., Jersey City, Brooklyn, New York, Mauch Chunk, all bringing representatives of Lodges, was a feature of the occasion of splendid significance, and the people of Easton, generous and appreciative, contributed in a way worthy of the largest gratitude, to the grand success of the meeting, the good influences of which will long be remembered.

EVERY member is earnestly requested to interest himself in raising funds to aid our C. B. & Q. brethren in their struggle for justice. Volunteer subscriptions are solicited. Let all who believe in the triumph of labor over corporate wealth contribute their share to the fund that is required to meet the demand. Many Lodges have already responded handsomely. All should come to the front without a second invitation. Money should be raised and forwarded to the Grand Secretary and Treasurer as speedily as possible and due credit will be given for all contributions.

MISFORTUNE is always good for something. If you have the misfortune to lose your hair, use Warner's Log Cabin Scalpine and secure a better head of hair than you had before.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

APRIL, 1888.



OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE IND., April 1, 1888.

Assessment Notice for April.

ASSESSMENT No. 18, \$1.00.

To Subordinate Lodges.

DEAR SIRs AND BROTHERs: You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 173. J. B. Morris, of Minneapolis Lodge, No. 270, died of Apoplexy October 22, 1887.

CLAIM No. 174. R. H. Fenner, of Rose City Lodge, No. 45, was killed by Railroad Accident, December 20th, 1887.

CLAIM No. 175. A. D. Murray, of Sunbeam Lodge, No. 171, was killed by Boiler Explosion, January 10th, 1888.

CLAIM No. 176. Henry Kane, of Buckeye Lodge, No. 230, died of Typhoid Fever, February 8th, 1888.

CLAIM No. 177. Millard Foster, of Protection Lodge, No. 137, was killed by Railroad Accident, February 19th, 1888.

CLAIM No. 178. E. M. VanAlstyne, of Walnut Valley Lodge, No. 369, was declared totally disabled with Partial Paralysis, February 25, 1888.

CLAIM No. 179. Wm. J. Horth, of Albany City Lodge, No. 230, died of Pneumonia, February 28th, 1888.

CLAIM No. 180. Geo. A. Francis, of Albany City Lodge, No. 230, was declared totally disabled with Heart and Kidney Disease, March 1, 1888.

CLAIM No. 181. Chas. Moyer, of Harrisburg Lodge, No. 174, was killed by Railroad Accident, March 12, 1888.

An assessment of ONE DOLLAR is levied upon Claim No. 181, and all members who were admitted on or before March 12th, 1888, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before April 25, 1888 otherwise you will stand suspended

from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., March 1, 1888.

Special Assessment No. 3.

To Subordinate Lodges:

DEAR SIRs AND BROTHERs:—You are hereby notified that a Special Assessment of ONE DOLLAR is levied upon all members whose names appear upon the rolls of membership March 1st, and must be paid to the Collector of your Lodge, on or before March 25th, 1888, as provided in Sections 11, 12 and 13 of the Protective Department.

Any member failing to make payment of the foregoing assessment as above required, will stand suspended from all the benefits of the Order until he has paid up and has been reinstated by a vote of the Lodge.

Any member failing or declining to make payment of the foregoing assessment within sixty days after the last day of payment will be expelled and so reported to the Grand Lodge in all things the same as in case of non-payment of beneficiary assessments.

Collectors are required to deliver their statements of this assessment to the Receiver, with the amount collected thereon, on or before March 26th, and Receivers are required to forward the same so as to reach the Grand Lodge on or before April 5th, 1888.

Any Lodge failing or declining to make its returns as above required will be subject to the same penalties that are provided for the non-payment of beneficiary assessments.

Yours fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., March 10, 1888.

Special Assessment No. 4.

To Subordinate Lodges:

DEAR SIRs AND BROTHERs:—You are hereby notified that a Special Assessment of ONE DOLLAR is levied upon all members whose names appear on the roll of membership March 10th, 1888, and must be paid to the Collector of your Lodge, on or before April 5th, 1888, as provided in Sections 11, 12 and 13 of the Protective Department.

Any member failing to make payment of the foregoing assessment as above required, will stand suspended from all the benefits of the Order until he has paid up and has been reinstated by a vote of the Lodge.

Any member failing or declining to make payment of the foregoing assessment within sixty days after the last day of payment will be expelled and so reported to the Grand Lodge in all things the same as in case of non-payment of beneficiary assessments.

Collectors are required to deliver their statements of this assessment to the Receiver, with the amount collected thereon, on or before April 6th, and Receivers are required to forward the same so as to reach the Grand Lodge on or before April 16th, 1888.

Any Lodge failing or declining to make its returns as above required will be subject to the same penalties that are provided for the non-payment of beneficiary assessments.

Yours fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., March 26, 1888.

Special Assessment No. 5.

To Subordinate Lodges:

DEAR SIRs AND BROTHERs:—You are hereby notified that a Special Assessment of ONE DOL

LAR is levied upon all members whose names appear upon the roll of membership March 26th, 1888, and must be paid to the Collector of your Lodge, on or before April 20th, 1888, as provided in Sections 11, 12 and 13 of the Protective Department.

Any member failing to make payment of the foregoing assessment as above required, will stand suspended from all the benefits of the Order until he has paid up and has been reinstated by a vote of the Lodge.

Any member failing or declining to make payment of the foregoing assessment within sixty days after the last day of payment will be expelled and so reported to the Grand Lodge in all things the same as in case of non-payment of beneficiary assessments.

Collectors are required to deliver their statements of this assessment to the Receiver, with the amount collected thereon, on or before April 21st, and Receivers are required to forward the same so as to reach the Grand Lodge on or before May 1st, 1888.

Any Lodge failing or declining to make its returns as above required will be subject to the same penalties that are provided for the non-payment of beneficiary assessments.

Yours fraternally,

EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., April 1, 1888. }

Special Assessment No. 6.

To Subordinate Lodges:

DEAR SIRs AND BROTHERS:—You are hereby notified that a Special Assessment of ONE DOLLAR is levied upon all members whose names appear upon the roll of membership April 1st, 1888, and must be paid to the Collector of your Lodge, on or before April 25th, 1888, as provided in Sections 11, 12 and 13 of the Protective Department.

Any member failing to make payment of the foregoing assessment as above required, will stand suspended from all the benefits of the Order, until he has paid up and has been reinstated by a vote of the Lodge.

Any member failing or declining to make payment of the foregoing assessment within sixty days after the last day of payment will be expelled and so reported to the Grand Lodge in all things the same as in case of non-payment of beneficiary assessments.

Collectors are required to deliver their statements of this assessment to the Receiver, with the amount collected thereon, on or before April 26th, and Receivers are required to forward the same so as to reach the Grand Lodge on or before May 5th, 1888.

Any Lodge failing or declining to make its returns as above required will be subject to the same penalties that are provided for the non-payment of beneficiary assessments.

Yours fraternally,

EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., April 1st, 1888. }

Subordinate Dues Notice.

FOURTH QUARTER, 1887-88.

To Subordinate Lodges:

DEAR SIRs AND BROTHERS:—You are hereby notified that your Subordinate Dues for the quarter ending July 31st, 1888 (being the fourth quarter in the year 1887-88), are now payable and must be paid to the Collector of your Lodge on or before May 1st, 1888, otherwise you will stand suspended from all benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 55 of the Constitution of Subordinate Lodges.

Yours fraternally,

EUGENE V. DEBS, G. S. and T.

Special Notices.

TO SECRETARIES.

Upon the initiation of an applicant you will at once forward the "application for beneficiary certificate" to the Grand Lodge. See to it that this blank is filled out in every particular before sending it, otherwise the Grand Lodge can not accept it. See Rule 8 on the application.

UNION MEETING.

There will be a grand Union Meeting at Cedar Rapids, Iowa, under the auspices of Hawkeye Lodge, No. 27, on Sunday, May 13th, to which all members in good standing are invited. The grand officers will be in attendance and will exemplify and instruct in the work of the Order and it is hoped that all Lodges in that locality will be represented.

POLICY SLIPS.

Each member has received (or should have received) from his Secretary, a small printed slip, to fill out for his new insurance policy, with instructions to return same without delay. Secretaries complain that members do not fill out their blanks, and hence they cannot send their lists of membership to the Grand Lodge. We desire to impress upon the mind of each member the necessity of filling out this slip at once and returning it to the Secretary of the Lodge, and we would impress upon each Secretary the necessity of sending in his membership lists with accompanying slips without unnecessary delay, so that new policies can be issued, as required by law. Let there be no delay in carrying out these instructions.

Yours fraternally,

F. P. SARGENT, G. M.

E. V. DEBS, G. S. and T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., March 1, 1888. }

Beneficiary Statement.

To Subordinate Lodges:

SIRs AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending February 29, 1888:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm'ts No. 14 and 15.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm'ts No. 14 and 15.	TOTAL.
1	\$1 00	\$146 00	\$147 00	31	\$21 00	\$100 00	\$121 00
2	8 00	40 00	48 00	32	..	29 00	29 00
3	39 00	334 00	373 00	33	..	60 00	60 00
4	..	193 00	193 00	34	..	116 00	116 00
5	..	184 00	184 00	35	..	..	..
6	6 00	131 00	136 00	36	9 00	119 00	128 00
7	..	64 00	64 00	37	..	90 00	90 00
8	18 00	55 00	73 00	38	..	130 00	130 00
9	101 00	..	101 00	39	3 00	36 00	39 00
10	33 00	110 00	143 00	40	169 00	143 00	312 00
11	..	..	..	41	..	45 00	45 00
12	68 00	435 00	503 00	42	36 00	..	36 00
13	..	93 00	93 00	43	..	..	..
14	11 00	253 00	264 00	44	1 00	133 00	134 00
15	1 00	96 00	97 00	45	11 00	126 00	137 00
16	..	130 00	130 00	46	6 00	92 00	98 00
17	..	40 00	40 00	47	77 00	141 00	218 00
18	9 00	56 00	65 00	48	..	135 00	135 00
19	..	..	..	49	..	68 00	68 00
20	1 00	29 00	30 00	50	4 00	199 00	203 00
21	14 00	78 00	92 00	51	6 00	97 00	103 00
22	17 00	37 00	54 00	52	6 00	188 00	194 00
23	10 00	41 00	51 00	53	1 00	28 00	29 00
24	..	72 00	72 00	54	21 00	181 00	202 00
25	12 00	122 00	134 00	55	..	43 00	43 00
26	1 00	77 00	78 00	56	5 00	35 00	40 00
27	..	162 00	162 00	57	..	241 00	241 00
28	2 00	54 00	56 00	58	1 00	15 00	16 00
29	..	72 00	72 00	59	1 00	55 00	56 00
30	1 00	14 00	15 00	60	4 00	150 00	154 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm'ts No. 14 and 15.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm'ts No. 14 and 15.	TOTAL.
81		\$108 09	\$ 08 00	11	\$57 00	\$176 00	211 00
82	\$5 00	108 00	113 00	12	2 00	10 00	\$12 00
83	3 00	89 00	92 00	13		36 00	
84	2 00	10 00	12 00	14		37 00	
85	53 00		53 00	15	13 00	37 00	50 00
86	2 00	58 00	60 00	16		83 00	
87	6 00	101 00	107 00	17		48 00	
88	3 00	51 00	54 00	18	14 00	425 00	439 00
89	3 00	85 00	88 00	19		52 00	
90	4 00	60 00	64 00	20		48 00	
91		69 00	69 00	21	2 00	20 00	22 00
92	5 00	242 00	247 00	22	4 00	34 00	38 00
93	8 00	124 00	132 00	23	13 00	39 00	52 00
94	1 00	25 00	26 00	24		24 00	24 00
95	12 00	150 00	162 00	25		47 00	47 00
96	6 00	64 00	70 00	26	2 00	44 00	46 00
97	16 00	189 00	205 00	27	13 00	123 00	136 00
98	3 00	103 00	111 00	28	22 00	30 00	52 00
99	1 00	89 00	90 00	29		47 00	47 00
100	7 00	172 00	179 00	30	7 00	106 00	113 00
101	3 00	70 00	73 00	31	1 00	171 00	172 00
102		158 00	158 00	32	14 00	42 00	56 00
103				33		35 00	35 00
104		135 00	135 00	34		83 00	83 00
105		82 00	82 00	35		41 00	41 00
106	10 00	54 00	64 00	36	1 00	68 00	69 00
107				37	1 00	98 00	99 00
108		93 00	93 00	38		218 00	218 00
109		17 00	17 00	39		39 00	39 00
110	1 00	29 00	30 00	40		23 00	23 00
111		34 00	34 00	41	2 00	41 00	43 00
112		41 00	41 00	42	6 00	110 00	116 00
113	1 00	65 00	66 00	43	21 00	85 00	106 00
114	4 00	88 00	92 00	44	2 00	30 00	32 00
115		199 00	199 00	45	2 00	51 00	53 00
116		104 00	104 00	46	13 00	60 00	73 00
117	3 00	48 00	51 00	47	26 00	104 00	130 00
118	50 00	55 00	105 00	48		42 00	42 00
119	102 00	81 00	183 00	49		66 00	66 00
120	6 00	59 00	65 00	50	36 00	33 00	69 00
121		246 00	246 00	51		40 00	40 00
122	3 00	34 00	37 00	52	2 00	22 00	24 00
123	14 00	108 00	122 00	53	13 00	57 00	70 00
124	1 00	21 00	22 00	54		26 00	26 00
125	11 00	180 00	191 00	55		76 00	76 00
126		50 00	50 00	56	13 00	26 00	39 00
127		100 00	100 00	57		43 00	43 00
128		21 00	21 00	58	13 00	29 00	42 00
129	14 00	113 00	127 00	59	8 00	27 00	35 00
130	5 00	40 00	45 00	60	35 00	20 00	55 00
131	1 00	10 00	11 00	61		16 00	16 00
132		45 00	45 00	62		24 00	24 00
133		32 00	32 00	63	7 00	25 00	32 00
134	8 00	29 00	37 00	64		36 00	36 00
135	11 00	27 00	38 00	65	30 00	18 00	48 00
136		51 00	51 00	66		43 00	43 00
137		50 00	50 00	67		23 00	23 00
138	4 00	23 00	27 00	68		64 00	64 00
139		34 00	34 00	69	7 00	18 00	25 00
140	4 00	164 00	168 00	70	1 00	72 00	73 00
141		57 00	57 00	71	2 00	48 00	50 00
		113 00	116 00	72	9 00	91 00	100 00
		129 00	144 00	73		13 00	13 00
		25 00	33 00	74	13 00	113 00	126 00
		75 00	79 00	75			
		32 00	45 00	76		66 00	66 00
		63 00	63 00	77	1 00	35 00	39 00
		47 00	47 00	78	3 00	22 00	25 00
		62 00	62 00	79		79 00	79 00
		156 00	156 00	80	9 00	114 00	123 00
		91 00	93 00	81		24 00	24 00
		36 00	36 00	82		58 00	58 00
		30 00	30 00	83	2 00	75 00	77 00
		62 00	64 00	84		104 00	104 00
		24 00	24 00	85		60 00	60 00
		22 00	25 00	86		58 00	58 00
		63 00	63 00	87			
		70 00	70 00	88	18 00	90 00	108 00
		44 00	44 00	89		52 00	52 00
		48 00	58 00	90		68 00	68 00
	10 00	101 00	111 00	91	4 00	20 00	24 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm'ts No. 14 and 15.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm'ts No. 14 and 15.	TOTAL.
223				303		\$28 00	\$28 00
224	\$12 00	\$31 00	\$43 00	304		27 00	27 00
225	2 00	23 00	25 00	305			
226	2 00	56 00	58 00	306		35 00	35 00
227	4 00	50 00	54 00	307	\$4 00	85 00	89 00
228		219 00	219 00	308	5 00	35 00	40 00
229		35 00	35 00	309		24 00	24 00
230		61 00	61 00	310		55 00	55 00
231	4 00	77 00	81 00	311		40 00	40 00
232	2 00	32 00	34 00	312		24 00	24 00
233		26 00	26 00	313	4 00	32 00	36 00
234		21 00	21 00	314	10 00	10 00	20 00
235	30 00	117 00	147 00	315	1 00	7 00	8 00
236	7 00	12 00	19 00	316	8 00	47 00	55 00
237	10 00	53 00	63 00	317		124 00	124 00
238	21 00	39 00	60 00	318	16 00	26 00	42 00
239	7 00	32 00	39 00	319	5 00	28 00	33 00
240	2 00	173 00	175 00	320	4 00	27 00	31 00
241		48 00	48 00	321	14 00	12 00	26 00
242		62 00	62 00	322	5 00	32 00	37 00
243		37 00	37 00	323		86 00	86 00
244	12 00	172 00	184 00	324		15 00	15 00
245		58 00	58 00	325	15 00	52 00	67 00
246	4 00	26 00	30 00	326	2 00	28 00	30 00
247		21 00	21 00	327	20 00	42 00	62 00
248		58 00	58 00	328	4 00	57 00	61 00
249	1 00	14 00	15 00	329	1 00	33 00	34 00
250	2 00	155 00	157 00	330	2 00	31 00	33 00
251		91 00	91 00	331		49 00	49 00
252		108 00	108 00	332			
253	2 00	134 00	136 00	333	1 00	72 00	73 00
254		34 00	34 00	334	22 00	32 00	54 00
255	5 00	61 00	66 00	335	4 00	21 00	25 00
256		1 00	1 00	336	1 00	10 00	11 00
257	1 00	61 00	62 00	337	3 00	89 00	92 00
258	5 00	43 00	48 00	338		36 00	36 00
259				339		31 00	31 00
260	16 00	14 00	30 00	340		19 00	19 00
261		61 00	61 00	341		\$36 00	\$36 00
262	1 00	25 00	26 00	342	\$16 00	32 00	48 00
263	1 00	39 00	40 00	343		13 00	13 00
264	3 00	44 00	47 00	344		17 00	17 00
265	1 00	115 00	116 00	345		1 00	1 00
266	6 00	101 00	107 00	346		22 00	22 00
267	32 00	33 00	65 00	347	2 00	27 00	29 00
268				348		15 00	15 00
269	6 00	91 00	97 00	349	3 00	45 00	48 00
270	2 00	130 00	132 00	350		44 00	44 00
271		44 00	44 00	351		28 00	28 00
272		61 00	61 00	352		32 00	32 00
273	2 00	80 00	82 00	353		19 00	19 00
274	5 00	12 00	17 00	354		106 00	106 00
275	5 00	36 00	41 00	355	5 00	31 00	35 00
276				356		56 00	56 00
277	1 00	19 00	20 00	357		82 00	82 00
278	13 00	12 00	25 00	358		25 00	25 00
279	14 00		14 00	359		38 00	38 00
280	5 00	68 00	73 00	360	3 00	55 00	58 00
281		25 00	25 00	361	8 00	46 00	49 00
282		54 00	54 00	362	2 00	29 00	31 00
283	2 00	70 00	72 00	363	1 00	30 00	31 00
284		79 00	79 00	364	2 00	33 00	35 00
285	6 00	42 00	48 00	365		47 00	47 00
286		122 00	126 00	366	4 00	18 00	22 00
287	2 00	92 00	94 00	367	12 00	12 00	24 00
288		21 00	21 00	368		16 00	16 00
289		11 00	11 00	369	6 00	17 00	23 00
290	2 00	48 00	50 00	370	5 00	25 00	30 00
291		136 00	136 00	371	12 00	26 00	38 00
292		24 00	24 00	372	1 00	19 00	20 00
293	14 00	82 00	96 00	373	13 00	12 00	25 00
294		18 00	18 00	374	4 00		4 00
295		22 00	22 00	375		22 00	22 00
296		31 00	31 00	376			
297	4 00	21 00	25 00	377		13 00	13 00
298	1 00	30 00	31 00	378			
299	6 00	70 00	76 00	379			
300		85 00	85 00				
301		25 00	25 00				
302	2 00	37 00	39 00				

Balance on hand February 1 \$16,917 00
Received during month 25,795 00

Total \$42,712 00
By Chas. 151, 152, 154, 151, 153, 159, 157, 158,
159 161, 161, 162, 163, 164, and 165 \$22,593 00

Balance on hand March 1 \$20,212 00

Respectfully submitted,

EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

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Box 738, Fort Dodge, Iowa.

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W. H. McDONNELL 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. **DEER PARK; Port Jervis, N. Y.**
Meets in Union Hall at 2 P. M. every Sunday.
G. E. Carmer Master
John Downes, Box 311 Secretary
Wm. Van Dine Collector
C. E. Barkman, Box 26 Receiver
S. H. Ferguson, Box 306 Magazine Agent

2. **HAND IN HAND; Providence, R. I.**
Meets 2d Monday of each month, at 8:30 P. M., in
Engineers' Hall.
C. Anthony Taft, 326 Chalkstone ave Master
C. E. Harman, East Providence Secretary
W. A. Aldrich, 271 Smith St Collector
J. W. Williams, 25 Kilton st., Taunton,
Mass. Receiver
C. E. Harmon, East Providence, R. I.
Magazine Agent

3. **ADOPTED DAUGHTER; Jersey City, N. J.**
Meets 2d and 4th Sundays in bank building, Cor.
Washington and Plymouth Sts.
Jos. Capner, Jr., 243 Second St Master
E. P. Hutton, 178 Fourth St Secretary
J. B. Sweet, 147 Academy St Collector
C. E. Benter, 403 E. 69th St., New York
City Receiver
B. Simpson, 572 Jersey Ave Magazine Agent

4. **GREAT EASTERN; Portland, Maine.**
Meets in B of L. E. Hall, 1st and 3d Sundays.
W. P. F. Carroll, 39 Summer St Master
C. D. Getchell, 11 Brattle St Secretary
A. E. Dennison, 23 Merrill St Collector
F. A. Huff, 47 Hanover St Receiver
F. E. Pottle, 72 Waterville st Mag. Agent

5. **CHARITY; St. Thomas, Ontario.**
Meets in Engineer's Hall every Tuesday at 8
P. M.
Thos. Quirk, Box 1273 Master
A. S. Adams, Box 1273 Secretary
L. D. Norton, Box 1273 Collector
Frank Turrill, Box 1273 Receiver
Wm. Deyell, Box 1273 Magazine Agent

6. **PRIDE OF THE WEST; De Soto, Mo.**
Meets 1st and 3d Mondays at 1 P. M.
R. H. Lanham, Box 403 Master
F. J. Parker, Box 431 Secretary
Fred Gratiot Collector
John Moore, Box 189 Receiver
Wm. Ross Magazine Agent

7. **POTOMAC; Washington, D. C.**
Meets 2d and 4th Sunday of each month at 2
P. M., Cor. 13 $\frac{1}{2}$ and E St. N. W.
James B. May 477 $\frac{1}{2}$ F. St. S. W. Master
Wm. C. Jasper, 906 Fourth St. S. E. Secretary
A. J. Williams, 327 $\frac{1}{2}$ St. S. W. Collector
P. P. Luddy, 428 4 $\frac{1}{2}$ St. S. W. Receiver
Jos. M. Harmon, 1417 Maryland Ave.,
Baltimore, Md. Mag. Agent

8. **RED RIVER; Denison City, Texas.**
Meets in King's Hall, Woodford St., every Satur-
day at 7 P. M.
J. F. Cramer Master
Louis Horner, L. Box 662 Secretary
T. W. Weaver Collector
J. Crofton, L. Box 318 Receiver
C. W. Jeffries Magazine Agent

9. **FRANKLIN; Columbus, Ohio.**
Meets at 64 $\frac{1}{2}$ N. High St., first Monday and
third Tuesday evenings.
F. W. Arnold, 544 E. Main St. Master
C. C. Coit, 204 Baird St. Secretary
N. T. Beynon, 97 St. Clair St Collector
F. J. Kistler, 212, 214 South High St Receiver
Leonard Lawrence, 49 Curtis Ave Mag. Agent

10. **FOREST CITY; Cleveland, Ohio.**
Meets 2d and 4th Tuesdays at 7 P. M., in Odd
Fellows Hall, 52 Public Square.
Jas. F. Tonsley, 24 Alford St. S. E. Master
A. G. Laubscher, Seward St., W. Secretary
T. P. Curtis, 41 West Madison St. Collector
John Crouse, 81 Penn St Receiver
A. G. Laubschs, Seward St., West
Cleveland Mag. Agent

11. **EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays in Grimers Hall.
Ruben Tyndall Master
C. A. Stevenson Secretary
Oliver Kidney, 638 Main St Collector
J. W. Sinclair, L. Box 96 Receiver
A. L. Vandegrift Mag. Agent

12. **BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. J. Knauff, 61 Delaware Place Master
Wm. J. Bruman, 385 Swan St Secretary
H. Adams, 252 Seneca St Collector
F. H. Coe, 4 Hickory St Receiver
A. S. Bickley, 367 Myrtle St Magazine Agent

13. **WASHINGTON; Jersey City, N. J.**
Meets 1st Saturday at 7:30 P. M., and 3d Sunday
at 10:30 A. M. Cor. Maple St., and Pacific Ave.
C. A. Wilson, 147 Pacific Ave Master
Mellick Shick, 141 Pacific Ave Secretary
P. C. Quick, Somerville, N. J. Collector
C. A. Wilson, 147 Pacific Ave Receiver
D. M. Blake, 254 Communipaw Ave., Mag. Agent

14. **EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. at 34 W. Washing-
ton St., fourth floor.
Wm. P. McBride, 485 E. Georgia St Master
Wm. J. Hugo, 45 Ruckle St Secretary
E. J. Kline, 635 North West St Collector
Wm. J. Hugo, 45 Ruckle St Receiver
W. R. Jones, 64 So. West St Mag Agent

- 15. ST. LAWRENCE; Montreal, Canada.**
Meet in St. Charles Club Room, Point St. Charles.
James Murphy, 455 Wellington St., Point St. Charles, Montreal . . . Master
James Ashcroft, 114 Congregation St., Point St. Charles, Montreal . . . Secretary
W. F. Stocker, 127 1/2 Bourgeois St., Point St. Charles, Montreal . . . Collector
H. J. Clarke, 49 1/2 Charron St., St. Gabriel, Montreal . . . Receiver
H. J. Clarke, 49 1/2 Charron St., St. Gabriel, Montreal . . . Mag. Agent
- 16. VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs . . . Master
J. F. O'Reilly, 431 N. 4th St . . . Secretary
Henry Balesdorf, 203 N. 12th St . . . Collector
C. A. Bennett, 1004 N. 9th St . . . Receiver
E. W. Bundy, 702 N. 14 1/2 St . . . Magazine Agent
- 17. PINE RIDGE; Chadron, Neb.**
Meets 1st and 3d Sundays, at Masonic Hall.
W. M. Shirley, Box 341 . . . Master
E. M. Wiles, L. Box 321 . . . Secretary
E. M. Wiles, L. Box 321 . . . Collector
R. Chandler, L. Box 307 . . . Receiver
J. H. Butler, Long Pine, Neb. . . Magazine Agent
- 18. WEST END; Slater, Mo.**
Meets in I. O. O. F. Hall 1st and 3d Sunday nights.
E. A. Jones, Box 128 . . . Master
C. S. Frazier, Box 186 . . . Secretary
Greeley Olds . . . Collector
J. Kinney, Box 154 . . . Receiver
A. Disney . . . Magazine Agent
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:00 P. M.
J. B. Cunningham, Box 8 . . . Master
W. J. Patten, Box 8 . . . Secretary
H. E. Huston, Box 8 . . . Collector
J. S. Raltt, Box 8 . . . Receiver
H. L. Huston . . . Magazine Agent
- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 P. M.
Geo. C. Wells, Box 117 . . . Master
W. R. Van Harten, Box 412 . . . Secretary
Wm. Zerwick, Box 252 . . . Collector
W. R. Van Harten, Box 412 . . . Receiver
E. L. Flick . . . Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M., at 902 So. 4th St.
Phil. C. Snyder, 712 S. Eighteenth St. . . Master
Eli Gielas, 944 Chouteau Ave . . . Secretary
C. E. Becker, 1441 S. 10th St. . . Collector
W. A. Murphy, 944 Chouteau Ave . . . Receiver
Eli Gielas, 1021 Gratton St . . . Magazine Agent
- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
L. Sullivan, 882 W. Washington St., Indianapolis, Ind. . . Master
F. A. Bonner . . . Secretary
Dan. O'Connor . . . Collector
L. Sullivan, 882 W. Washington St., Indianapolis, Ind. . . Receiver
George Brash . . . Magazine Agent
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Mondays, over Wheeler's bank.
M. Stevens . . . Master
J. H. Snoddy, Box 7 . . . Secretary
J. S. Ott, Box 381 . . . Collector
J. H. Snoddy, Box 7 . . . Receiver
J. M. Morgan . . . Magazine Agent
- 24. GREAT WESTERN; Parsons, Kansas.**
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
J. E. Powell, Box 141 . . . Master
F. E. Green, Box 413 . . . Secretary
J. G. Morris, Box 283 . . . Collector
J. E. Powell, Box 141 . . . Receiver
J. W. Terrell, Box 322 . . . Mag. Agent
- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
W. H. Cummings, Box 426 . . . Master
George McCormack, Box 2 . . . Secretary
H. C. Barron, Box 766 . . . Collector
Simon Rogers . . . Receiver
W. J. Webster . . . Magazine Agent
- 26. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays in B. L. E. Hall.
Thos. Williams . . . Master
Thomas Williams . . . Secretary
H. E. Megee . . . Collector
C. W. Lambertson . . . Receiver
C. A. Rich . . . Magazine Agent
- 27. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d Sunday at 2:30 P. M. and 4th Mondays at 7:30 P. M. at Room 18 O'Hara's Block.
Fred. McArdle, 67 6th Ave . . . Master
S. D. Byers, 252 Third St., W . . . Secretary
J. L. Jennings, 328 G Ave, W . . . Collector
C. B. Everett, 46 avenue A . . . Receiver
J. H. McKenzie, 172 B. Ave . . . Magazine Agent
- 28. ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
Chas. W. Baskins . . . Master
John T. Stuart, Box 367 . . . Secretary
W. H. Coleman, Box 214 . . . Collector
M. J. Cronen . . . Receiver
B. H. Stimson Box 15 . . . Magazine Agent
- 29. CERRO GORDO; Mason City, Iowa.**
Meets 1st and 3d Tuesday evening of each month cor. Second and Main Sts.
Chas. S. Holman . . . Master
J. H. Fulton, Box 706 . . . Secretary
Max Newbours . . . Collector
J. H. Fulton, Box 706 . . . Receiver
Stephen A. Trine . . . Mag. Agent
- 30. CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
T. Gregory, 514 Saxon St. . . Master
R. A. Corson, Box 1154 . . . Secretary
E. T. Gregory, 514 Saxon St. . . Collector
R. A. Corson, Box 1154 . . . Receiver
F. Fern, care J. C. R. E. shop . . . Magazine Agent
- 31. R. R. CENTRE; Atchison, Kansas.**
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
M. Warner, 1001 Commercial St . . . Master
C. H. Salisbury, 103 Fourteenth St. . . Secretary
W. D. Foeter, 1303 N. Main St . . . Collector
Frank Johnson, 713 North st . . . Receiver
C. H. Norris, 901 Commercial St. . . Mag. Agent
- 32. BORDER; Eliza, Kansas.**
Meets Tuesday evenings at 7:30 in I. O. O. F. Hall.
G. M. McClure, Box 205 . . . Master
J. L. Clark, Box 244 . . . Secretary
A. M. Petrie, Box 103 . . . Collector
T. J. Welsh, Box 107 . . . Receiver
Harry Stigall . . . Magazine Agent
- 33. SUCCESS; Trenton, Mo.**
Meets in O. R. C. Hall 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays at 7 P. M.
R. N. Snag . . . Master
Thomas Griffin, Box 145 . . . Secretary
Wm. Echermen . . . Collector
F. White . . . Receiver
F. J. Fischer . . . Magazine Agent
- 34. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2:30 P. M. in Engineer's Hall, Fourth St.
John A. Lake, 419 Tenth Ave . . . Master
J. M. Wheeler, 515 Comanche Ave . . . Secretary
F. A. Kinch, 522 Seventh Ave Box 381 . . . Collector
Geo. P. Smith, 412 Eleventh Ave . . . Receiver
Joseph F. Butler, 1705 E. 5th St . . . Mag. Agent
- 35. Amboy; Amboy, Ill.**
Meets 1st and 3d Sundays of every month.
J. F. Maloney, Box 386 . . . Secretary
Nicholas Kastler . . . Collector
J. J. Orchard . . . Receiver
Warren Fessiden . . . Mag. Agent
- TIPPECANOE; Lafayette, Ind.**
Meets in Rcd Men's Hall at 2 P. M. Sundays
J. E. Crusey, 193 N. 6th St . . . Master
G. H. Newburg, 160 N. Sixth St . . . Secretary
Geo. E. Smith, Columbia street Reel House, bet. 5th and 6th . . . Collector
Frank Cesana, headquarters Fire Department, 9th, between Elizabeth and Union Sts . . . Receiver
M. S. Hewes, 82 Smith St. . . Magazine Agent

- 37. NEW HOPE; Centralia, Ill.**
Meets every Sunday at 2 P. M.
H. G. McCormick, Box 151 Master
W. D. Holton Secretary
W. D. Holton, Box 241 Collector
C. H. Randall Receiver
T. J. Prickett Magazine Agent
- 38. AVON; Stratford, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
Wm. O'Brien, Box 318 Master
J. T. Burke, Box 318 Secretary
Wm. O'Brien, Box 318 Collector
G. Nursey, Box 318 Receiver
Eugene A. Ball Magazine Agent
- 39. TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M., in Red Men's Hall
W. T. Clark, 328 Twentieth St Master
C. J. Dahl, 3052 9th Ave Secretary
W. T. Clark, 328 Twentieth St Collector
R. E. Reeves Receiver
Carl Boltz, 3031 Fifth Ave Magazine Agent
- 40. BLOOMING; Bloomington, Ill.**
Meets 910 W. Chestnut st., Tuesdays, at 7:30 P. M.
E. Browning, 714½ W. Washington St. Master
W. Cavanaugh, 902 N. Lee St Secretary
Geo. Meade Collector
W. Cavanaugh, 902 N. Lee St Receiver
Ed. J. Spreen, 608 N. Mason St. Magazine Agent
- 41. ONWARD; Dickinson, Dakota.**
Meets every Thursday at 7:30 P. M.
W. F. Cunningham, L. Box 215 Master
John Benedict Secretary
E. E. Hagan Collector
Joe Crosthwaite Receiver
E. E. Hagan Magazine Agent
- 42. ELMO; Madison, Wis.**
Meets in Good Templars Hall 2d and 4th Sundays.
M. O'Loughlin, 611 W. Dayton St. Master
John Cashen, Cor. Clymer and Broom streets Secretary
Joseph Parish, Clymer St Collector
M. O'Loughlin, 611 W. Dayton St Receiver
Alfred Tyler, 821 University Ave Mag. Agent
- 43. ST. JOSEPH; St. Joseph, Mo.**
Meets 1st and 3d Thursdays at I. O. O. F. Hall, 10 Pacific St.
F. O. Porter, N. E. Cor. Thirteenth and Penn. Sts Master
C. B. Wilson, 2203 S. Sixth St Secretary
J. Hyndman, 2216 S. Sixth St Collector
C. B. Wilson, 2203 S. Sixth St Receiver
C. B. Porter, K. C. St. Jo. & C. B. R. H. Mag. Agent
- 44. F. W. ARNOLD; East St. Louis, Ill.**
Meets alternate Tuesdays, at 7:30 P. M. in Jackson Hall on Missouri and Main sts.
T. J. Hayes, Box 375 Master
C. E. Long, Box 354 Secretary
John U. Roy Collector
Thos. Halpin Receiver
T. J. Hayes, Box 375 Magazine Agent
- 45. BORE CITY; Little Rock, Ark.**
Meets in Quapaw Hall every Monday night.
Jept Stout, 806 W. Fifth St Master
Ed Chamberlain, 815 Water St Secretary
Thos. A. Howell, 1415 W. 4th St Collector
George Emery, 1400 West 4th St Receiver
Ed Chamberlain, 815 Water St Mag. Agent
- 46. CAPITAL; Springfield, Ill.**
Meets at Engineers' Hall, 217 South 5th st, 1st and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st Master
A. D. Hensley, 911 E. Reservoir st Secretary
J. Shafer, 416 Monroe st Collector
Thos. F. Walsh, 1424 South 7th st Receiver
E. W. Rowland, 1217 E. Jackson St Mag. Agent
- 47. TRIUMPHANT; Chicago, Ill.**
Meets 2d Monday evening and 4th Sunday afternoons in P. S. O. of A. Hall, 146 E. 22d St.
Thos. B. Deegan, 286 E. 22d St Master
Harry Shilling, 3247 Dearborn St. Secretary
Harry Shilling, 3247 Dearborn St. Collector
Peter Schlax, 1533 Michigan Ave Receiver
Martin Creighton, 1436 Indiana Ave. Mag. Agent
- 48. W. F. HYNES; Peoria, Ill.**
Meets in G. A. R. Hall 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
A. G. Elbertson, 1024 N. Jefferson St Master
Jos. V. Johnson, 702 Hulburt St. Secretary
W. A. McMillan, 211 New St. Collector
G. C. Watt, 617 1st St Receiver
Jas. E. Dillon, 503 Frink St. Magazine Agent
- 49. J. M. RAYMOND; Decatur, Ill.**
Meets 2d and 4th Sundays at 3 P. M., in Engineer's Hall, E. Elorado St.
A. H. Sutton, 975 N. Water St Master
Geo. Green, 1172 E. Marietta St Secretary
Wm. H. Slater, 637 E. North st Collector
Geo. Bashford, 730 N. Church St Receiver
Wm. Langelt, 903 N. Morgan st. Magazine Agent
- 50. GARDEN CITY; Chicago, Ill.**
Meets 1st and 3d Saturdays at 7:30 P. M.
H. W. Rouseup, 524 Fifty-sixth St Master
John E. Davis, 5530 Butterfield St Secretary
W. H. Green, 4837 State St. Collector
J. J. Coffey, 4234 Atlantic St Receiver
G. W. Brislén, 4700 Wabash Ave Mag. Agent
- 51. FRISCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays of each month at 7:30 P. M. in Masonic Hall.
E. R. Harlan Master
Michael Gaffney Secretary
George Hasler Collector
C. H. Swingle Receiver
Chas. Schuler Mag. Agent
- 52. GOOD WILL; Logansport, Ind.**
Meets every Sundays at 2 P. M., Cor. Fourth and Market Sts.
H. C. Swadener, 1408 E. Broadway Master
W. A. McDonald, 1726 E. Market St Secretary
F. M. Wilt, 822 Fifteenth St Collector
E. H. Laing, 1423 E. Broadway Receiver
J. A. Holland, corner George and 15th Sts Magazine Agent
- 53. EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays of each month at A. O. U. W. Hall, cor. Fifth and Conn sts.
John Turnpangh, 2 Pine St. Master
Alvin Deen, Box 1198 Secretary
Jas. T. Bunt, 475 Neosha St. Collector
A. E. Pearce, L. Box 1201 Receiver
W. R. Samuels, 524 Rural St. Mag. Agent
- 54. ANCHOR; Moberly, Mo.**
Meet Tuesdays at 7 P. M. in Supplies Bros. Hall.
J. E. Madden Master
L. H. Kettler, Box 118 Secretary
James Scully, Box 543 Collector
James Dickson, Box 110 Receiver
J. S. Hannah, Box 1574 Mag. Agent
- 55. BLUFF CITY; Memphis, Tenn.**
Meets 2d and 4th Thursday evenings, at No. 16 Johnson Ave.
Jacob Fuchs, L. & N. Shops Master
John Spellman, L. & N. Shops Secretary
Jacob Wagner, L. & N. Shops Collector
Laurence Fox, L. & N. Shops Receiver
John H. Davis, 181 Seventh St Mag. Agent
- 56. BANNER; Stanberry, Mo.**
Meets every Saturday night at 7:30 P. M.
D. L. Collier Master
T. H. Robotham Secretary
D. L. Collier Collector
J. J. Smith Receiver
George Mock Mag. Agent
- 57. BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays of each month at Odin Hall, 47 Hanover st.
H. E. Stevens, 5 Davis St Master
T. H. Haines, Ocean View St, Winthrop, Mass Secretary
A. W. Spurr, 66 Hammond St Collector
C. A. Fisher, 32 E. Springfield St Receiver
L. R. Stewart, 38 Cross St., East Somerville, Mass Mag. Agent

- 58. SACRAMENTO; Rocklin, Cal.**
Meet every Monday in Masonic Hall at 1 P. M.
C. C. Brown Master
C. E. Warrington Secretary
C. E. Warrington Collector
M. H. Tuttle Receiver
M. H. Tuttle Magazine Agent
- 59. ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday evening at 7:30.
M. N. Lines, 313 Spring St., Pueblo Master
Wm. Walk, Block T, No. 59, Pueblo Secretary
F. E. Pearce, L. Box 439, Pueblo, Colo., Collector
M. C. Donnelly, 316 E. 2d St., Pueblo Receiver
R. S. McAlpin Mag. Agent
- 60. UNITED; Philadelphia, Pa.**
Meets alternate Sundays at Dover Hall, Marshall St. above Susquehanna ave.
B. F. Pettit, 2055 N. Ninth St. Master
Josiah H. Fetters, 2341 Dickinson st, 31st Ward Secretary
Howard Reeder, 1943 Lawrence st Collector
John A. Falls, 2224 N. 2d St. Receiver
J. R. Race, 521 Diamond St. Mag. Agent
- 61. MINNEHAMA; St. Paul, Minn.**
Meets 2d and 4th Sundays of each month.
A. E. Carle, 120 Granite St. Master
P. McLaughlin, 76 Sycamore St. Secretary
A. E. Carle, 120 Granite St. Collector
H. L. Buckley, 120 Granite St. Receiver
Jas. Johnson, 608 Warren St. Magazine Agent
- 62. VANBERGEN; Carbondale, Pa.**
Meets in Odd Fellows' Hall, 2d and 4th Sundays.
John P. McCawley Master
A. W. Banks, Box 479 Secretary
W. H. Brokenshior Collector
O. E. Histed, L. Box 855 Receiver
O. E. Histed, L. Box 855 Magazine Agent
- 63. HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
John Myers, Box 772 Master
H. J. Bohu, 501 E. Main St. Secretary
John Wakely, Box 772 Collector
John Myers, Box 772 Receiver
T. A. Hudson Mag. Agent
- 64. SIOUX; Sioux City, Iowa.**
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
A. J. Goodrich, 1601 Sixth st Master
Joseph G. Clevenger, 606 Market St. Secretary
Sidney Weir, 1201 Fifth St. Collector
L. B. Cutting, St. James, Minn. Receiver
Warren Bennett Mag. Agent
- 65. FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
Jas. B. Newcomer Master
H. H. Richardson Secretary
J. A. Robinson Collector
W. D. Grimes Receiver
George Woskie Magazine Agent
- 66. CHALLENGE; Belleville, Ontario.**
Meets in B. of L. F. Hall, 2d and 4th Sundays at 2:30 P. M.
Robert Milne, Belleville Station Master
Fred Link, Belleville Station Secretary
Wm. Logue, Box 9, Belleville Station Collector
Tim Daly, Jr., Box 99, Belleville Station, Receiver
R. Snell Magazine Agent
- 67. DOMINION; Toronto, Canada.**
Meets in I. O. O. F. Hall 2d and 4th Sundays at 2:30 P. M.
C. W. O. Dalby, 125 Augusta Ave. Master
Sidney Vaughan, 22 Clarence Square Secretary
Jas. Pratt, 78 Huron St. Collector
Sidney Vaughn, 22 Clarence Square Receiver
J. Pratt, 13 Huron St. Mag. Agent
- 68. EAU CLAIRE; Altoona, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
Martin E. Cuddy Master
Timothy Anglim Secretary
M. E. Cuddy Collector
Fat Keating Receiver
E. A. Hamilton, Box 22 Magazine Agent
- 69. ISLAND CITY; Brockville, Ontario.**
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
John M. Phillips, Box 558 Master
T. J. Beehler, Box 558 Secretary
T. Shields, Box 558 Collector
T. J. Beehler, Box 558 Receiver
Benjamin Dickerson Magazine Agent
- 70. LONE STAR; Longview, Texas.**
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. C. Broderick, Box 411 Master
I. H. Stout, Box 411 Secretary
I. H. Stout, Box 411 Collector
Jas. Rutledge, Box 411 Receiver
C. W. Slayton Magazine Agent
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meets in B. of L. E. Hall 2d and 4th Sundays at 3 P. M.
Willard Robinson, L. Box 1183 Master
John B. Ingalls Secretary
W. Mills Collector
Elmer Kerr Receiver
J. E. Owens, Box 1371 Magazine Agent
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
Wm. Wiggles, 45 Cooper St. Master
Geo. M. Kern, 552 So 4th st. Secretary
Garret M. Western, 565 Bridge St. Collector
Jas. L. Gibbs, Collinswood, N. J. Receiver
Henry Harris, 446 Henry St. Magazine Agent
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 302 Main St.
J. E. Johnson, 72 Jaques Ave Master
Chas. A. Smith, 124 Central St. Secretary
Geo. T. Craft, 45 Sabin St. Collector
Chas. O. Sykes, 11 Goulding St. Receiver
E. A. Bragg, 8 Kilby St. Magazine Agent
- 74. KANSAS CITY; Kansas City, Mo.**
Meets in Forrester's Hall alternate Mondays.
D. McDonnell, 2114 Bellevue Ave. Master
J. M. Tierney, Box 73, Station "A" Secretary
R. Haslett, 2117 Madison avenue Collector
W. B. Roberts, 108 Madison Ave. Receiver
H. O. Draper, Station "A" Magazine Agent
- 75. ENTERPRISE; Philadelphia, Pa.**
Meets 1st and 3d Sundays at G. A. R. Hall, N. E. Cor. 39th and Market Sts.
S. H. McFarland, 4059 Filbert St. Master
W. H. Guthrie, 676 N. 34th St. Secretary
Frank Dupell, 3621 Aspen St. Collector
W. H. Guthrie, 676 N. 34th St. Receiver
Frank Dupell, 3621 Aspen St. Magazine Agent
- 76. NEW ERA; Breckenridge, Minn.**
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian Master
John C. Nolan, L. Box 235 Secretary
Harr. Pearce Collector
W. W. Hurd Receiver
Fred Whitbred, Box 84 Magazine Agent
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M., at 1525 Larimer st.
Chas. D. Lane, 2616 Lawrence St. Master
W. F. Brundage, 1216 Larimer St. Secretary
D. L. Marrs, 445 Beecher ave, N. side Collector
W. F. Brundage, 1216 Larimer St. Receiver
J. F. Nally, 2724 Arapahoe St. Magazine Agent
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets 1st, 3d and 5th Saturdays at 7:30 P. M.
T. C. Martin, 417 N. Summit St. Master
E. K. Park, 519 Ohio St. Secretary
W. N. Mitchell, 321 Randolph St. Collector
Henry Myers, 318 Engineers' St. Receiver
C. L. Van Eiten, 1216 E. 5th St. Mag. Agent
- 79. J. M. DOBGE; Roodhouse, Ill.**
Meets 1st and 3d Mondays and 2d and 4th Sundays, in Engineer's Hall.
C. A. Timlin Master
Chas. E. Stone Secretary
Chas. E. Stone Collector
R. Carroll Receiver
J. A. Wells Magazine Agent

- 80. SELF HELP; Aurora, Ill.**
Meets over 26 and 28 Broadway, every 2d Sunday.
John S. Slick, 447 Main St. Master
W. B. Miller, 110 Main St. Secretary
W. B. Miller, 110 Main St. Collector
Frank G. Boomer, 261 South Ave. Receiver
Fred. E. Diamond, Tremont House. Mag. Agent
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th at So.
Thomas Riley, Box 1692 Master
Geo. Watts, Box 1045 Secretary
Paul Braden, Box 1723 Collector
John Cullen, Box 1:49 Receiver
S. W. Green Magazine Agent
- 82. NORTHWESTERN; Minneapolis, Minn.**
Meet 1st Saturday evening and 3d Sunday afternoon of each month.
Morgan E. Miller, 1214 Western Ave. Master
W. E. Richmond, 820 N. Girard Ave. Secretary
B. A. Bennett, 1116 Western Ave. Collector
W. E. Richmond, 820 N. Girard Ave. Receiver
Geo. E. Walker, 2130 Tenth Ave. So., Mag. Agent
- 83. TRINITY; Fort Worth, Texas.**
Meets in Firemen's Hall every Friday at 8 P. M.
I. M. Dean, L. Box 406 Master
Chas. T. Elliott, L. Box 406 Secretary
I. M. Dean, L. Box 406 Collector
James Jay, Box 406 Receiver
E. D. Hartzell, 613 E. 15th St. Magazine Agent
- 84. CALBOUN; Battle Creek, Mich.**
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
D. Coughlin, 56 East Hall St. Master
Wm. Powell, 88 Bennett St. Secretary
Thos. P. Costello, 35 E. Hall St. Collector
E. C. Wilder, 50 South Ave. Receiver
A. Cronin, 119 Bennett St. Magazine Agent
- 85. FARGO; Fargo, Dakota.**
Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
Arthur Bassett, L. Box 1796 Master
Geo. L. Sutherland, Box 962 Secretary
W. W. Sturman, Box 825 Collector
Rich. Roweveen, L. Box 1026 Receiver
J. T. Wantland, L. Box 1653 Magazine Agent
- 86. BLACK HILLS; Laramie City, Wyoming.**
Meets Friday evening at 7:30 in K. L. Hall.
John W. Cootin Master
Wm. Konold Secretary
Henry C. Bernard Collector
Wm. Roth Receiver
Chas. Reynolds Mag. Agent
- 87. SUMMIT; Rawlins, Wyoming.**
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures Master
J. Doherty Secretary
G. C. Jordan Collector
P. Naughton Receiver
Wm. Ross Magazine Agent
- 88. MORNING STAR; Evanston, Wyoming.**
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
John O'Donnell Master
Wm. Murray Secretary
John O'Donnell Collector
J. C. Bowman Receiver
James Holt Magazine Agent
- 89. SILVER STATE; Carlin, Nevada.**
Meets Tuesday in Eng's hall, at 8 P. M.
C. H. Oliver Master
Jesse Swaney Secretary
Geo. English Collector
C. H. Oliver Receiver
Jesse Swaney Magazine Agent
- 90. SAN DIEGO; San Bernardino, Cal.**
Meets in Old Fellows Hall 1st and 3d Sundays.
C. E. Lumsden, Box 645 Master
B. F. Lange Secretary
E. W. Nibbet Collector
Thomas Fitzgerald Receiver
G. A. March, Box 645 Mag. Agent
- 91. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
Mat Rourke, 1855 Mission St. Master
Charles A. Crites, 243 Sixteenth St. Secretary
W. J. Allen, 21 Julian Ave., near 15th, Collector
J. Doyle, 577 18th St. Receiver
James Doyle, 537 Eighteenth St. Mag. Agent
- 92. FRONTIER CITY; Oswego, N. Y.**
Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
M. H. Murphy, N. Y. O. & W. Depot Master
Myrom H. Counsell, 16 E. 5th St. Secretary
Jas. Whalen, 290 W. 7th St. Collector
S. C. Forsyth, 166 W. Utica St. Receiver
S. C. Forsyth, 166 W. Utica St. Magazine Agent
- 93. GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
Geo. Waden, 507 Main St. Master
E. J. Concannon, 1007 Park St. Secretary
John Morgan, 1218 Reid St. Collector
John H. Carter, 507 Main St. Receiver
A. J. Eberoll, 1213 Bank St. Magazine Agent
- 94. CACTUS; Tucson, Arizona.**
Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L. F. Hall, Cor. Tool Ave. and Pennington St.
Wm. Patterson, Look Box 218 Master
W. E. Butler, Box 218 Secretary
F. M. Blaney, L. Box 218 Collector
J. J. Lucev, L. Box 296 Receiver
J. C. Clancy, L. Box 218 Magazine Agent
- 95. CHICAGO; Chicago, Ill.**
Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month, at 9:30 A. M.
C. B. Johnson, 228 W. Indiana St. Master
Geo. Pace, 269 W. Kinzie St. Secretary
J. F. Cantlon, 142 Front St. Collector
E. W. Wallbaum, 224 Larrabee St. Receiver
Pat Grady, Lake Forest, Ill. Magazine Agent
- 96. ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays cor. Main and Fourteenth Sts.
Joseph Quinn, Box 239 Master
Frank Ray, Box 685 Secretary
Wm. King Collector
J. W. Chisholm, Box 685 Receiver
John Leibtag, Box 366 Magazine Agent
- 97. ORANGE GROVE; Los Angeles, Cal.**
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. J. Lawton, Box 72 Master
Geo. C. Morton, Box 72 Secretary
W. J. Grant, Box 72 Collector
Geo. C. Morton, Box 72 Receiver
F. B. Boyett, 11 Aurora st. Magazine Agent
- 98. PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday, at Engineers' Hall.
R. M. Toy Master
A. S. Noble Secretary
E. P. Hastings Collector
D. F. Creswell Receiver
F. R. Kramer Magazine Agent
- 99. ROCHESTER; Rochester, N. Y.**
Meets every Friday evening, at No. 33 Market St.
E. E. Prunyn, 41 First Ave. Master
D. C. Frost, 495 E. Main St. Secretary
W. M. Chadwick, 171 N. Union St. Collector
James Clark, 171 N. Union St. Receiver
Jas. A. Clark, 171 N. Union St. Mag. Agent
- 100. ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
P. J. Burke Master
Wm. H. Hawkins Secretary
Woods L. Miller Collector
Wesley Alsap Receiver
Richard A. Potter Magazine Agent
- 101. ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Firemen's Hall, 223 Pine st.
J. F. Bryan, L. Box 319 Master
J. H. Murphy, Box 228 Secretary
J. W. Crouch, Box 228 Collector
J. F. Bryan, L. Box 319 Receiver
F. S. Templeton Magazine Agent

- 102. CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
F. S. Payne, 1221 Court Ave. Master
J. W. Combs, 1321 Buchanan St. Secretary
John Loveless, 1203 Fillmore St. Collector
J. W. Combs, 1321 Buchanan St. Receiver
H. L. Wilson, Robertson block, room 7 Magazine Agent
- 103. FALLS CITY; Louisville, Ky.**
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Clark H. Rae, 1242 Twelfth St. Master
J. J. Lawson, 1108 12th St. Secretary
James White, 2110 W. Madison St. Collector
J. J. Lawson, 1108 12th St. Receiver
Jas. H. Patrick, 930 Tenth St. Magazine Agent
- 104. "OLD KENTUCKY;" Ludlow, Ky.**
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
H. G. Chrisinger, Box 76 Master
M. J. Connelly Secretary
Chas. Heimberger Collector
J. E. Doran, Box 76 Receiver
Chas. Heimberger Magazine Agent
- 105. PROGRESS; Galesburg, Ill.**
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
J. T. McDavid, 319 Day St. Master
Wm. Heath, 351 E. Main st. Secretary
J. L. Nelson, 327 N. Seminary St. Collector
Fred W. Peterson, 16 W 3d St. Receiver
C. G. Nelson, 52 Seminary St. Mag. Agent
- 106. KEY CITY; Dubuque, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., over Master Mechanic's Office.
Jas. B. Smith, 1001 Lake St. Master
D. W. Mason, 438 High St. Secretary
J. E. Haynes, 235 High St. Collector
John P. Sandry, 162 High St. Receiver
J. Haines, 18 High St. Magazine Agent
- 107. ECLIPSE; Gallion, Ohio.**
Meets in Zimmerman's Hall every Thursday evening.
M. Dean Master
Ed. W. Armor, Box 701 Secretary
E. W. Armor, Box 701 Collector
J. A. Farnworth, Box 253 Receiver
Geo. Canaan, Box 398 Magazine Agent
- 108. PIONEER; Chama, New Mexico.**
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
Herman Berndt Master
Michael Hurley Secretary
F. L. Hindle Collector
J. C. McCabe, Box 8 Receiver
Edward Bradley Magazine Agent
- 109. PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St.
C. E. Amos, 2346 Mullamphy St. Master
M. W. White, 944 Chouteau Ave. Secretary
O. L. Dearing, 1803 Washington ave. Collector
J. L. Pate, 3034 Rutger St. Receiver
J. L. Pate, 3034 Rutger St. Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 255 Master
C. P. Collins, 29 Oak St., E. Toledo, O. Secretary
Zeno Kirk Collector
Chas. F. Pillard, L. Box 236 Receiver
C. P. Collins, 29 Oak St., E. Toledo, O., Mag. Agent
- 111. BEACON; Mattoon, Ill.**
Meets in K. of L. Hall Sunday at 2:30 P. M.
C. J. Singleton, Box 50 Master
T. F. Barrett, Box 427 Secretary
O. C. Henry Collector
J. B. Singleton, Box 50 Receiver
Ben Newkirk Magazine Agent
- 112. EVENING STAR; Mt. Vernon, Ill.**
Meets 1st and 3d Tuesdays in Heiserman's Hall, at 7:30 P. M.
S. E. Wild Master
John C. Branham Secretary
John C. Branham Collector
E. F. Lynch Receiver
Thos. F. Thicketon Magazine Agent
- 113. CLARK-KIMBALL; Pocatello, Idaho.**
Meets in Masonic Hall every Monday at 7:30 P. M.
Ed. Anderson Master
Ed. Staples Secretary
Wm. Randolph Collector
James Hand Receiver
E. G. Leaf, Ogden, Utah Magazine Agent
- 114. MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M.
W. S. McGuire, Box 406 Master
James N. Boggs Secretary
Michael Welch, 1022 Evans St. Collector
John Dunne Receiver
Thos. O. Jones, Box 250 Magazine Agent
- 115. GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays in The Temple of Honor.
H. L. Briggs, Cor. 8th and Market Sts. Master
J. H. Stuhoff, Avenue I, between 57th and 38th Sts. Secretary
G. E. Labitt, So. 35th, bet. Church and Winnie Sts. Collector
H. S. Briggs, 8th and Market Sts. Receiver
A. J. Schmidt, 37th street, between H. and I Magazine Agent
- 116. ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays in Engineers' Hall at 1:30 P. M.
Wm. A. Brown Master
Samuel Carson, Box 198 Secretary
J. N. Timens, Box 3 Collector
E. G. Hubbard, Box 127 Receiver
W. Kenwick, Box 107 Magazine Agent
- 117. BEAVER; London, Ontario.**
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Robt. Hornsby, 154 Clarence St. Master
Edwin S. Chapman, 151 Clarence St. Secretary
S. T. Fletcher, 221 Maitland St. Collector
John W. Cox, 358 Simcoe St. Receiver
Robt. Lister, 411 Hill St. Magazine Agent
- 118. STAR OF THE EAST; Richmond, Quebec.**
Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
James Law Master
G. A. Pearson Secretary
G. A. Pearson Collector
John Kelley Receiver
F. Douir Magazine Agent
- 119. COLONIAL; River du Loup, Quebec.**
Meets Wednesday and Thursday nights, alternately, in English School Room.
W. H. Rougeau, I. C. Ry. Station Master
Wm. Carmichael, I. C. Ry. Station Secretary
James Fohy, I. C. Ry. Station Collector
Wm. Carmichael, I. C. Ry. Station Receiver
W. H. Rougeau, I. C. Ry. Station Maga. Agent
- 120. FORTUNE; Syracuse, N. Y.**
Meets every Tuesday evening in Pike Block, Cor. Fayette and Salina Sts.
E. F. McNulty, 2 Wall St. Master
Simon Mangan, 196 Shomard St. Secretary
L. G. Rousson, 20 Pioneer St. Collector
F. H. Livingston, 59 Jackson St. Receiver
W. H. Jacobson, 224 Gifford St. Mag. Agent
- 121. FELLOWSHIP; Corning, N. Y.**
Meet 1st and 3d Sundays of each month at 8 P. M. in Odd Fellows Hall.
F. E. Potter Master
Frank E. Hanmer Secretary
George R. Quick Collector
William H. Smith Receiver
C. E. Beales Magazine Agent

122. H. B. STONE; Beardstown, Ill.

Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.

D. A. Sherman, Box 148 Master
Henry Henson, Box 397 Secretary
N. Hiltner, L. Box 49 Collector
Albert Sanks Receiver
E. J. Summers, Box 694 Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, Corner 14th and Douglas Sts. every Wednesday at 8 P. M.

Albert Cole, 1618 Jackson St Master
F. W. Perkins, 1606 Chicago St Secretary
William Cummings, 1806 South 12th St, Collector
Albert Cole, 1618 Jackson St Receiver
E. S. Emmons, 1007 So. 11th St Mag. Agent

124. PILOT; Perry, Iowa.

Meets 2d and 4th Sundays, in Odd Fellows' Hall, at 2:30 P. M.

H. A. Draper Master
T. F. Quinn, Box 585 Secretary
H. C. DeGroat Collector
M. D. Grady Receiver
M. D. Grady Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets 2d and 4th Sundays of each month in Room 15 South Center St., opposite new Court House.

J. M. Speers, 605 S. Third St Master
H. C. Foggie, 604 E. Linn St Secretary
T. H. Meredith, 112 S. J Ave Collector
J. M. Larimer, 325 S. Third St Receiver
J. H. Crellin, 612 E. Linn St Magazine Agent

126. COMET; Austin, Minn.

Meets 2d and 4th Sundays of each month in Hays' Hall.

W. A. Seales Master
O. C. Cornforth Secretary
August Olson Collector
O. C. Cornforth Receiver
August Olson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets 1st Tuesday and 3d Sunday, in Assinaboine Hall, 133 Ross St.

John Wellington, 229 Rose St Master
W. H. Woods, 14 Patrick St Secretary
W. H. Woods, 14 Patrick St Collector
J. G. Jonah, 226 McWilliams St Receiver
Geo. M. Vausickle, care P. R. shops, Mag. Agent

128. LANDMARK; Glendive, Montana.

Meets 1st and 3d Tuesdays at 7 P. M.

Arthur Todd Master
Daniel Sinclair, Box 55 Secretary
James McKenzie, Box 55 Collector
Samuel E. Burns, Forsyth, Mont Receiver
Douglass Westfall, Box 55 Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays.

R. E. Gorham, Box 424 Master
Thos. Faulkes, Box 126 Secretary
M. A. Harring, Box 525 Collector
J. S. Rogers, Box 622 Receiver
J. J. Kelly, Box 430 Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.

C. S. McAuliffe, 561 Washington street Master
Peter F. Fox, 335 Barclay St Secretary
Jas. H. Brady, 321 Clinton St Collector
Thomas Dwyer, 335 Jackson St Receiver
Edward Summers, 99 Sixth St Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets 1st and 2d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.

Geo. W. Hammond, Box 500 Master
B. S. Cochran, Box 121 Secretary
Wm. D. Golts Collector
E. J. Luxan, Box 896 Receiver
E. J. Luxan, Box 336 Magazine Agent

132. HARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Opera House 1st and 3d Sundays and last Wednesday at 2 P. M.

W. J. Coleman, Box 7 Master
M. F. Murphy, Box 100 Secretary
Fisher Wreswell Collector
John H. Howell Receiver
Lewis V. Roberts Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.

Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.

M. E. Montgomery Master
W. G. Houghton, Box 10 Secretary
Thomas Parry Collector
Arthur Herider Receiver
J. C. Smith Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets 1st and 3d Sundays and 2d and 4th Mondays.

E. W. Gibson Master
H. E. Cowan Secretary
M. I. Spaulding Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall 1st and 3d Tuesdays at 7 P. M.

E. A. Seegar, Box 164 Master
W. B. Sisson, Box 184 Secretary
F. L. Fitch Collector
W. B. Sisson, Box 184 Receiver
F. Fitch, L. Box 184 Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets alternate Saturdays at 7 P. M., Cor. Kent and Cambridge Sts.

George Pratt, Box 166 Master
Wm. Rodgers Secretary
Joseph Kelcher Collector
L. McIntosh, Lindsay P. O., Ontario Receiver
J. Jefferies Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.

L. C. Allen Master
J. T. Hull, Box 196 Secretary
Geo. W. Trott Collector
A. Shunterman Receiver
F. James Magazine Agent

138. UNION; Freeport, Ill.

Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.

James A. Flack Master
Sam Shaunnassy, 16 Crocker St Secretary
Wm. A. Brubaker, 10 State St Collector
Sam Shaunnassy, 16 Crocker St Receiver
Wm. A. Brubaker, 10 State St Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schulz's Hall 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.

Wm. Manerhan, Box 31 Master
George Landen, Box 31 Secretary
L. J. Whyers, Box 31 Collector
J. J. Norton, Box 31 Receiver
Wm. Manerhan Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets every Monday at 7:30 P. M., in Fraternity Hall.

A. K. Brown, Box 599 Master
L. W. Jones, Box 122 Secretary
J. W. Hardy, L. Box 399 Collector
S. D. Alger, Box 599 Receiver
W. E. Somerville, L. Box 599 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at 7:30 P. M.

A. J. Kohler, 34 Allen St Master
H. Westernman, 20 Buchanan St Secretary
C. F. Sweeney, cor. Holton Ave. and Fisher St Collector
W. R. Fredricks, 415 Lafayette St Receiver
T. E. Short, 293 W. Main St Magazine Agent

142. C. B. WHIPPLE; Toledo, Ohio.

Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. at 245 St. Clair St.

John Rapparle, cor. Collinwood Ave and Vance St Master
G. W. Nesper, corner of Broadway and Knopp Sts Secretary
L. H. Heeman, 130 Segure Ave Collector
G. W. Nesper, corner of Broadway and Knopp Sts Receiver
B. I. Ross, Penn. engine house Mag. Agent

- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets in Odd Fellows' hall, cor. 11th and Frank-
lin sts., Oakland, Cal., 2d and 4th Wednesdays.
T. J. Roberts, 1218 Eleventh Ave. Master
J. W. Littlejohn, Berkeley, Alameda, Co. Secretary
Ed Johnson, 916 Wood St. Collector
F. B. Hall, West Oakland P. O. Receiver
E. E. Cushing, 861 Myrtle street, Magazine Agent
Oakland, Cal.
- 144. SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st Saturday at 8 P. M. and 3d Sunday at
2 P. M. in Patterson's Hall, I. C. R. Depot.
John Morton Master
Wm. A. Thomson Secretary
Wm. Bastin Collector
John Devereaux Receiver
Wm. Smallwood Magazine Agent
- 145. DAVY CROCKETT; San Antonio, Texas.**
Meet every Wednesday at 2:30 P. M. in Jones'
Hall, 601 Austin St.
H. M. Brown, 818 Ave. D. Master
Robt. Nicholson, No. 5 Eighth St. Secretary
Robt. Nicholson, No. 5 Eighth St. Collector
H. M. Brown, 818 Ave. D. Receiver
John Sullivan, 110 Avenue D. Magazine Agent
- 146. BAYOU CITY; Houston, Texas.**
Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th
Mondays at 2 P. M.
John F. Broughton, S. P. Ry. Master
Chas. D. Sedgwick, H. E. & W. T. Ry. Secretary
F. M. Bettis, 5 Murray St. Collector
Fred Keeler, S. P. R. R. Shops Receiver
D. M. Moody, 109 Elysian St. Magazine Agent
- 147. MIDLAND; Temple, Texas.**
Meets every Monday at 8:00 P. M.
R. Robinson, Box 105 Master
C. Sweeney, Box 105 Secretary
Thos. H. Boyd Collector
James Conney Receiver
W. R. Brown Magazine Agent
- 148. SUNNY SOUTH; Tyler, Texas.**
Meets every Friday at 1:30 P. M. in K. of P. Hall.
M. Hogan, Box 1342 Master
W. N. Reynolds, Box 1349 Secretary
P. R. Faskell, Box 1349 Collector
Thomas Fraser, Box 1349 Receiver
I. H. Bennett, Box 1349 Magazine Agent
- 149. JUST IN TIME; New York, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M., at 110 East
125th street.
F. C. Donigan, 2462 Eighth Ave. Master
P. A. Donahue, 311 W. 55th St. Secretary
Sam. Loashy, 2507 Eighth Ave. Collector
P. Witzel, 400 E. 121st St. Receiver
P. Witzel, 400 E. 121st St. Magazine Agent
- 150. S. M. STEVENS; Marquette, Mich.**
Meets 2d and 4th Sundays at 2 P. M., in Mack's
Hall, cor. Washington and 3d sts.
L. L. Hood, Room 8, Gregory Block,
W. Washington St., Marquette, L. S., Mich.
Arthur Bishop, 146 Main St. Master
Fred Brown, Marquette, L. S., Mich. Secretary
Chas. Zryd, Marquette, L. S., Mich. Collector
Chas. Zryd, Marquette, L. S., Mich. Receiver
Chas. Zryd, Marquette, L. S., Mich. Magazine Agent
- 151. MAPLE LEAF; Hamilton, Ontario.**
Meet 1st and 3d Sundays at 2:30 P. M.
James Oliver, N. & N. W. Ry. Master
Wm. Broughton, 14 Inchbury St. So. Secretary
James Painter, 12 Crook St. Collector
Wm. Broughton, 18 Inchbury St. So. Receiver
John McColl, 17 Crook's Street. Magazine Agent
- 152. NORTH POLE; West Bay City, Mich.**
Meets in Odd Fellows' Hall 1st and 3d Sundays.
E. L. Jacoby, Box 605 Master
Fred C. McDonald, Box 662 Secretary
John A. Mainex, Box 902 Collector
Thos. Pries, Box 763 Receiver
Fred C. McDonald, Box 662 Magazine Agent
- 153. H. C. LORD; Fort Scott, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2
P. M.
G. K. Bates, 123 N. Barbee St. Master
Alexander Barr, 1128 Oak St. Secretary
G. K. Bates, 123 N. Barbee St. Collector
John Hagar, Receiver
W. F. Strode, 216 So. Barbee St. Magazine Agent
- 154. McKEEN; Ottawa, Kansas.**
Meets in K. P. Hall on 2d and 4th Sundays at 2
P. M.
W. L. Miller, Box 432 Master
A. L. Beardley, 810 King St. Secretary
W. R. Knickerbocker Collector
Arthur Hill Receiver
W. D. Frisby, 637 Ann St., Wyandotte
Kan. Magazine Agent
- 155. NECHES; Palestine, Texas.**
Meets in Engineers' Hall every Saturday night.
M. P. Gibson, Box 256 Master
J. H. Coleman, Box 256 Secretary
L. T. Branham, Box 256 Collector
R. F. Wright, Box 256 Receiver
B. S. Bently, Box 256 Magazine Agent
- 157. ECHO; Peru, Ind.**
Meets in Echo Hall 1st and 3d Sundays at 2 P. M.
and 2d and 4th Tuesdays at 7 P. M.
B. E. Flaherty Master
H. P. Matthews Secretary
F. A. Mills Collector
H. P. Matthews Receiver
G. N. Smith Magazine Agent
- 158. STANDARD; Detroit, Mich.**
Meets 2d and 4th Sundays at 1:30 P. M., at No. 47
Monroe ave., upstairs.
Tim. Teahan, 447 Clinton St. Master
J. Nopper, 217 Crogan St. Secretary
E. Heidenrich, 124 Hastings St. Collector
J. Nopper, 217 Crogan St. Receiver
Peter Sewell, 42 Russell St. Magazine Agent
- 159. W. H. THOMAS; Nashville, Tenn.**
Meets every Saturday at 7:30 P. M., at Simmons'
Hall, cor. Summer and Union Sts.
J. B. Fry, 124 Stevenson St. Master
G. F. Durlinger, 1033 S. College St. Secretary
T. J. Fitzgerald, N. & C. Round House. Collector
F. G. Harrison, 607 Stevenson Ave. Receiver
W. D. Bledsoe, 11 Joseph Ave. Magazine Agent
- 160. C. J. HEPBURN; Evansville, Ind.**
Meets in A. O. U. W. Hall, Third and Main Sts.,
2d and 4th Sundays at 2 P. M.
Morris Hoffman, 305 Olive St. Master
Edgar G. Hitch, 931 Canal St. Secretary
Robert T. Skinner, 519 Harriet st. Collector
John K. Taylor, 100 Lincoln Ave. Receiver
Jerry Burke, 606 S. 8th st., Terre Haute, Mag. Agent
- 161. HERALD; Burlington, Iowa.**
Meets at Knights of Pythias Hall every other
Sunday at 2 o'clock P. M.
L. E. Humpton, 918 Wells St. Master
Chas. E. Turner, 1022 S. 4th St. Secretary
B. Coughlin, 413 Maple St. Collector
S. W. Bowser, Round House Receiver
Chas. E. Turner, 1022 S. 4th St. Magazine Agent
- 162. PROSPECT; Elkhart, Ind.**
Meets in B. of L. F. Hall, 505 Main St., every
Wednesday at 7:30, and 1st Sunday at 2 P. M.
D. F. Wagner, 208 Fourth St. Master
Chas. E. Platt, 211 Third St. Secretary
D. F. Wagner, 208 Fourth St. Collector
A. H. Gordon, 248 Beardley Ave. Receiver
F. Roderick, 1005 So. 2d St. Magazine Agent
- 163. ETNA; Pine Bluff, Ark.**
Meets every Friday at 7 P. M., at Masonic Hall.
Tim. Carder Master
DeWitt Hope, Box 56 Secretary
D. Hope, Box 56 Collector
D. B. Rathfon, Box 56 Receiver
J. Flaherty Magazine Agent

- 164. KEELE RIVER; Butler, Ind.**
Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
S. E. Moshammer Master
C. E. Blair Secretary
R. H. Murch Collector
J. J. Derck, Box 202 Receiver
W. H. Weber, Box 324 Magazine Agent
- 165. ROBERT ANDREWS; Andrews, Ind.**
Meets in Firemen's Hall every Monday at 7 P. M.
Albert E. Routh Master
G. W. Adams Secretary
Geo. B. Richardson Collector
W. H. Dailey Receiver
J. N. Wright Magazine Agent
- 166. WM. HUGO; Huntington, Ind.**
Meets in Engineer's Hall every Wednesday evening.
W. G. Cox Master
F. Z. Ppenfeld, Box 523 Secretary
W. Hammond Collector
C. C. Robertson, Box 844 Receiver
P. F. Murphy, Box 378 Magazine Agent
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meets in I. O. O. F. Hall 1st and 3d Mondays.
J. W. Reedy, Albina, Ore. Master
Wm. Birkett, Box 242 Secretary
G. A. Ferguson, L. Box 332 Collector
Jno. Belat Receiver
H. P. Smith, L. Box 347 Magazine Agent
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. J. Brown, 311 Rose st. Master
Frank Krause, Box 214, Portage, Wis. Secretary
E. J. Gerslenkorn, Box 342, Portage, Wis. Collector
Thomas Cawley, 522 Mill st. Receiver
J. J. Brown, 311 Rose st. Magazine Agent
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
C. S. Graham 31 S. Division St. Master
W. N. Kelly, 20 Oak St. Secretary
H. S. Hynes, 45 Hill St. Collector
A. H. Spencer, 18 Elm St. Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent
- 170. PRAIRIE; Haron, Dakota.**
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
T. Walter Bandy Master
Geo. E. Coon, Box 908 Secretary
L. L. Neibling, Box 784 Collector
Jos. C. Graff, Box 168 Receiver
W. A. Brown Magazine Agent
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
F. M. White, Box 606 Master
D. W. Duncan, Box 167 Secretary
T. W. Hennessey, Box 167 Collector
F. M. White, Box 606 Receiver
Thos. Hennessey Magazine Agent
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays.
T. W. Turner, 544 Wellington St. Master
J. G. Armstrong, Richmond Lodge Secretary
Starr Stewart, 544 Wellington St. Collector
John Cross, C. P. R. R. shops Receiver
Alex. McCuaig, 56 Ottawa St. Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday at 7:30 P. M. in B. of L. F. hall.
H. Heide Master
T. J. Carter Secretary
John C. Bull, Williams, Ariz. Collector
C. F. Evans, Coolidge, N. Mex. Receiver
E. W. Davis Magazine Agent
- 174. HARRISBURG; Harrisburg, Pa.**
Meets Cor. Third and Cumberland Sts., over Merchants' Bank, 2d and 4th Sundays at 1 P. M.
Wm. H. Moine, 1504 N. 6th St. Master
Harvey O. Motter, 433 Kelker St. Secretary
H. J. Roberts, 508 Riley St. Collector
Wm. Blessing, 422 Riley St. Receiver
H. S. Gingrich, 1413 Wallace St. Magazine Agent
- 175. TAYLOR; Newark, Ohio.**
Meets in O. R. C. Hall at 12½ North 2d St., every Wednesday at 7 P. M.
A. A. Hickerson, 53 N. First st. Master
John Adkins, Box C Secretary
W. R. Stone, Box C Collector
John Adkins, Box C Receiver
C. D. Tomlinson Magazine Agent
- 176. MAIN LINE; (Hinton, Ill.)**
Meets 1st and 3d Sundays of each month
A. G. Turley, Box 61 Master
C. H. Porter, Box 41 Secretary
C. H. Porter, Box 41 Collector
W. F. Gorman, Box 296 Receiver
C. H. Porter, Box 41 Magazine Agent
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
H. L. Morton, Box 214 Master
G. M. Lovett Secretary
O. J. Leach, Box 184 Collector
Jas. Fink Receiver
O. J. Leach, Box 184 Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets in Emporium Hall Tuesdays, at 8 P. M.
Leonard W. Kessler, 223 N. 3d St. W. Master
Wm. J. Horne, 160 S. Third St. W. Secretary
Geo. M. Edwards, D. & R. S. shops Receiver
F. A. Featherston, D. & R. S. shops Collector
Arthur W. Roberts, D. & R. S. shops, Mag. Agent
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. Hall, 2d and 4th Sundays.
W. Spohr, Box 6 Master
J. K. Robinson, 730 N. Tenth St. Secretary
Geo. Hinkle, Box 430 Collector
J. K. Robinson, 730 N. 10th st. Receiver
I. M. Freese, 13st., bet. V and W St. Mag. Agent
- 180. THREE STATES; Cairo, Ill.**
Meets cor. 12th st. and Washington Ave., 2d and 4th Sundays.
J. C. O'Connell, 308 Twenty-First St. Master
G. B. Vincent Secretary
M. J. Kiley, 714 Cedar St. Collector
A. J. Jaeckel Receiver
J. C. O'Connell Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
Thomas Farley Master
Alex. Hobson Secretary
Thomas H. Cosford Collector
James Nicholson Receiver
Alex. Dunbar Magazine Agent
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
John Ford, 461 W. 18th St. Master
A. H. Gifford, 350 W. 17th St. Secretary
W. E. Ross, 63 W. Thirteenth St. Collector
Chas. Fitzmorris, 63 W. 13th St. Receiver
Chas. Fitzmorris, 63 W. 13th St. Mag. Agent
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets in Engineer's Hall alternate Thursday evenings.
J. M. Gaines, Box 152 Master
S. A. Hohman, Box 32 Secretary
W. T. Wade Collector
H. I. Miller, Box 154 Receiver
D. A. Carver, Box 301 Magazine Agent
- 184. LIMA; Lima, Ohio.**
Meets every Sundays at 1:30 P. M. in Irish Block.
E. L. Melhorn Master
W. J. Dunn, 178 S. Jackson St. Secretary
Joe Bowsher, Box 777 Collector
John E. Myers, 439 S. Main St. Receiver
S. H. Hartung, 601 Union St. Magazine Agent
- 185. FIDELITY; Delphos, Ohio.**
Meets in Beyer's Hall every Sunday at 2 P. M.
W. S. Miller Master
J. F. Halsey, Box 311 Secretary
B. Cramer Collector
A. J. Hogarth, Box 311 Receiver
J. B. Grove, Box 143, Delphos, O. Magazine Agent

- 196. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 3834 State St., 1st and 3d
Sundays of each month.
G. M. Blackburn, 356 W. Forty-third St. . . . Master
Jas. Manning, 534 Root St. . . . Secretary
J. E. Callaghan, 2548 Butterfield St. . . . Collector
Wm. Stack, 2828 Shields ave. . . . Receiver
F. J. Northup, 1522 Wabash Ave. . . . Mag. Agent
- 187. LITTLE GIANT; Charleston, Ill.**
Meets in Firemen's Hall 1st and 3d Sundays.
Harry Douglass Master
Samuel Prater Secretary
Harry Douglass Collector
J. F. McDougal Receiver
Morgan Callahan Magazine Agent
- 188. S. S. MERRILL; Chicago, Ill.**
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W.
Lake St.
E. P. Tobias, 27 N. Oakley street Master
Wm. O. Cleveland, 100 Washtenaw ave., Secretary
Geo. P. Smith, 42 Artesian ave. Collector
H. P. Ice, 1019 A. Fulton st. Receiver
L. L. Gay, 1069 Fulton st. Magazine Agent
- 189. BALDWIN; Ft. Howard, Wis.**
Meets 2d and 4th Sundays, 3 P. M.
H. L. Nichols, L. Box 39 Master
D. E. Hogan Secretary
Jay Parklison, Box 206, Green Bay, Wis. Collector
Martin Sheehy, Green Bay, Wis. Receiver
Geo. Shequin Magazine Agent
- 190. FERGUSON; Mitchell, Dakota.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at
2 P. M.
William M. Smith, Box 677 Master
Charles Woodman Secretary
Edward Smith, Sanborn, Iowa Collector
Emmet Wentworth, Sanborn, Iowa Receiver
Edward Smith, Sanborn, Iowa Magazine Agent
- 191. CUSTER; Livingston, Montana.**
Meets every Wednesday at 7:30 P. M., at Thomp-
son's Hall.
W. T. Field, L. Box 54 Master
W. F. Koontz, L. Box 16 Secretary
H. K. Mayhew, L. Box 16 Collector
E. J. Healy, Billings, Montana Receiver
J. Martin, L. Box 16 Magazine Agent
- 192. MT. TACOMA; New Tacoma, Washington Ter.**
Meets 2d and 4th Sundays of each month.
John S. Moss, 912 Tacoma Ave. Master
F. M. Sisson Secretary
J. M. Hughes Collector
J. S. Moss Receiver
F. H. Andrews, 1733 E St. Magazine Agent
- 193. J. B. MAYNARD; Albina, Oregon.**
Meet in Hill's Hall, 2d and 4th Sundays.
J. R. Clark, E. Portland, Oregon Master
H. W. Hall, Box 287, East Portland, Oregon Secretary
D. J. Byrne, Box 287 East Portland, Oregon Collector
H. W. Hall, Box 287, East Portland, Oregon Receiver
J. F. McQuaid, McMinnville, Ore. Mag. Agent
- 194. BONANZA; Missoula, Montana.**
Meets every Monday night in I. O. O. F. Hall
C. H. March, Box 45 Master
E. L. Hollister, L. Box 24 Secretary
Milton Cheney Collector
H. W. Smith Receiver
Samuel Gardner Magazine Agent
- 195. RE-ECHO; Montpelier, Idaho.**
Meets in K. of L. Hall Fridays, at 7:30 P. M.
S. L. Wyson Master
J. E. Toner Secretary
Ed. Purtell Collector
James Duffy Receiver
James Duffy Magazine Agent
- 196. CLOUD CITY; Leadville, Colo.**
Meets at 514 Harrison Ave., every Tuesday.
Wm. Braden, 204 W. 5th St. Master
S. W. Burdick, Box 330 Secretary
W. S. Amberson, Box 330 Collector
H. A. Huddleston, Box 330 Receiver
George Moore, Box 330 Magazine Agent
- 197. RIVERSIDE; Savannah, Ill.**
Meets 1st and 3d Sunday of each month.
Clarence Latham, Box 446 Master
Ira Hurless, Box 79 Secretary
Hiram Hicks, Box 79 Collector
W. K. Lord, Box 147 Receiver
Ira Hurless Magazine Agent
- 198. MAPLE CITY; Norwalk, Ohio.**
Meets 1st and 3d Sundays.
V. C. Fitzsimmons Master
E. E. Bishop, Box 765 Secretary
John Templar Collector
E. E. Bishop, Box 765 Receiver
Geo. J. Brown, 111 West St. Magazine Agent
- 199. MAHONING; Youngstown, Ohio.**
Meets every other Sunday evening in Union
Veteran Hall, Federal Street.
D. Heinzelman Master
J. B. Mawby Secretary
J. B. Mawby Collector
W. T. Raney, 199 Hine St. Receiver
J. B. Reese, 1235 Emma St. Magazine Agent
- 200. GREAT SOUTHERN; Meridian, Miss.**
Meets every Monday evening at 7:30 in B. of L.
E. Hall Master
M. R. Curry, Box 210 Secretary
F. McHale, N. O. & N. E. Shops Collector
Jerry Flinn Receiver
Jas. Raspberry Magazine Agent
- 201. FRIENDLY HAND; Jackson, Tenn.**
Meets 1st and 3d Wednesday nights of each
month in K. of P. Hall
D. W. Shea Master
J. L. Jones Secretary
Tim Coughlin Collector
J. L. Jones Receiver
J. D. Bledsoe Magazine Agent
- 202. SCIOTO; Chillicothe, Ohio.**
Meets in Clough's Hall 1st Sundays at 2:30 P. M.,
and 3d Mondays at 7 P. M.
Sinner Barker, Box 68 Master
C. W. Sanders, Box 1231 Secretary
Albert Maunsell, Box 1231 Collector
Frank Willis, Box 1231 Receiver
C. W. Sanders Box 1231 Magazine Agent
- 203. GARFIELD; Garrett, Ind.**
Meets every Friday at 7:30 P. M.
Thomas Cunningham, Box 70 Master
W. K. George Secretary
M. W. Smith Collector
Frank Whiteman, Box 26 Receiver
F. Wheterman, Box 26 Magazine Agent
- 204. COTTON BELT; Jonesboro, Ark.**
Meets at Stacy Hall, every Monday at 7 P. M.
Chas. F. Kling Master
L. D. Roberts, L. Box 165 Secretary
Ambrose Donigan Collector
L. D. Roberts, L. Box 165 Receiver
W. B. Williamson Magazine Agent
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays at 2 P. M., in A. O. U.
W. Hall.
George Atherton, 228 Kline St. Master
C. A. Marsh, 203 Chandler St. Secretary
Chas. Riddle, 127 Adams st. Collector
J. R. Musselman, 620 Branner St. Receiver
John Symington, 207 Hancock St. Mag. Agent
- 206. FORT PICKERING; Memphis, Tenn.**
Meets first Monday and third Saturday of each
month at Miller's Hall, corner Fifth and Jack-
son streets.
E. J. Hatch, 800 Main St. Master
Dan S. Ram-ey, 328 Union St. Secretary
Wilkie Bickerstaff, care M. & T. R. R. Shops Collector
John D. Franklin, care K. C. M. & B. R. R. Receiver
Walter E. Owens, 787 Main St. Mag. Agent

207. LOYAL; Meadville, Pa.
Meets in Arcanum Hall 1st and 3d Thursdays,
and 2d and 4th Wednesdays.
Thos. S. Taylor, 767 Stewart St. Master
Chas. W. Higgins, Box 470 Secretary
Thos. Newberry Collector
Thos. Taylor, 767 Stewart St. Receiver
W. C. Curtis Magazine Agent

208. KEYSTONE; Susquehanna, Pa.
Meets in C. M. B. A. Hall; alternate Tuesday
and Saturday evenings.
John Hill Master
J. J. Lannan, Box 131 Secretary
Martin Griffin Collector
Daniel Cregan Receiver
C. A. Allen Magazine Agent

209. SARATOGA; Whitehall, N. Y.
Meets alternate Sundays in Arcade Building.
W. R. Combs Master
D. H. LaCrosse, Box 366 Secretary
H. W. Collins, Box 21 Collector
Thos. Dorcal Receiver
W. C. Holloway Magazine Agent

210. 18-K; Schenectady, N. Y.
Meets every other Thursday in McCamus' Hall.
J. E. VanVranken, Box 497 Master
Charles R. Weeks, Box 497 Secretary
Homer Eyrnar, Box 646 Collector
Timothy Smith, Box 497 Receiver
John W. Vrooman, Box 497 Magazine Agent

211. ONOKO; South Easton, Pa.
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.
S. F. Milhelm, 436 Center St. Master
W. H. McCormick, 425 Delaware St. Secretary
James R. Morris, 711 Wilkes Barre St. Collector
A. J. Mickle, 725 Berwick St. Receiver
E. A. Seek, 823 Berwick St. Magazine Agent

212. EMPIRE; Watertown, N. Y.
Meets in Good Templars Hall 2d and 4th Sun-
days.
T. H. Lynch, 101 Factory St. Master
H. A. French, 4 Cedar St. Secretary
H. A. French, 4 Cedar St. Collector
T. H. Lynch, 101 Factory St. Receiver
G. B. Walker, 71 Arsenal St. Magazine Agent

213. WEST SHORE; Frankfort, N. Y.
Meet every Tuesday evening in Joslin Block.
M. J. Melroy Master
James Zollner Secretary
Wm. Weller Collector
B. Flansburg Receiver
D. P. Gillen, Canajoharie, N. Y. Mag. Agent

214. ORIOLE; Baltimore, Md.
Meets in Lehman's Hall, 861 Garden St., 2d and
4th Sundays.
Albert F. Gibbons, 1105 Falls Road,
Baltimore, Md. Master
John Garrick, 1901 Oak St. Secretary
R. L. Carnan, 308 E. Lanvall street Collector
J. N. Jones, 1100 Barclay St. Receiver
F. Gibbons, 1346 Wirt St. Magazine Agent

215. EAST ALBANY; East Albany, N. Y.
Meets in Vaughn's Hall 2 and 4th Sundays at
12:30 P. M.
W. R. Taber, 222 Fourth St. Master
J. W. Reed, 92 Second St. Secretary
C. P. Lowell, 355 Broadway, Greenbush,
N. Y. Collector
F. P. Brooksby, 80 Washington St., Green-
bush, N. Y. Receiver
C. P. Lowell, 355 Broadway, Greenbush,
N. Y. Magazine Agent

216. W. A. FOSTER; Fitchburg, Mass.
Meets 2d and 4th Sunday in each month in
Grand Army Hall, at 11:30 A. M.
Geo. W. Alden, 94 Mt. Vernon St. Master
O. A. Pope, F. R. R. Engine House,
Fitchburg, Mass. Secretary
W. H. Cone Collector
Geo. W. Alden, 94 Mt. Vernon St. Receiver
O. A. Pope, F. R. R. engine house Mag Agent

217. HEADLIGHT; Brazil, Ind.
Meets in K. of P. Hall on 2d and 4th Sunday af-
ternoons.
W. K. Larr, Box 242 Master
Elmer P. Collins Secretary
G. L. Cook Collector
W. S. Cook Receiver
Wm. H. Johnson, Brazil, Ind. Magazine Agent

218. PIKES PEAK; Colorado City, Colo.
Meets every Sunday at 12:30 P. M.
W. D. O'Brien Master
E. R. Hall Secretary
Amos Allen Collector
Thomas F. Burns, Box 822, Colorado
Springs Receiver
Wm. Walker Magazine Agent

219. SMOKEY CITY; Allegheny, Pa.
Meet every Monday at 2:30 P. M., Cor. Bidwell and
Pennsylvania Ave.
E. D. Cawley, 225, Washington Ave Master
C. Peterson, 176 Fulton St. Secretary
Ed. F. McCarty, 2 Refuge St. Collector
John T. Sweeney, 180 Adams St. Receiver
R. Beeson, 271 Franklin St. Magazine Agent

220. PROVIDENT; Sunbury, Pa.
Meets 1st and 3d Sundays, in Cooper Hall.
Bailey Kennedy Master
C. A. Richards Secretary
A. C. Mitchell Collector
Chas. C. Bowen, 1123 Wallace street,
Harrisburg, Pa. Receiver
Harvey Buck Magazine Agent

221. HURON; Point Edward, Ontario.
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at
8 P. M.
John McMillan, Jr., Box 73 Master
E. J. Everett, Box A Secretary
F. J. Burgess Collector
W. K. Forbes Receiver
Chas. Farmer Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.
Meets at G. A. R., Child's block, 1st and 3d Sun-
days at 2 P. M.
C. W. Gardner, Box 738 Master
O. G. Anderson, Box 44 Secretary
Charles Taft Collector
O. G. Anderson Receiver
Alex. Graves Magazine Agent

223. ASHLAND; Lexington, Ky.
Meets 1st and 3d Thursdays in I. O. O. F. Hall.
Thos. J. Kane, 289 E. Main St. Master
Frank Brandt, 227 E. Main St. Secretary
S. W. Mallick, 199 E. Main St. Collector
F. Brandt, 227 E. Main St. Receiver
S. W. Mallick, 199 E. Main St. Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.
Meets 2d and 4th Sundays at 3 P. M. at Odd Fel-
low Hall.
Abe Vogel, L. Box 944 Master
Hubert Gans Secretary
John Mouran Collector
A. Vogel, L. Box 944 Receiver
J. A. Dickinson, Box 1125 Magazine Agent

225. SUPERIOR; Fort William West, Ontario.
Meets every Monday night in Smith's Hall.
Burton Wheatley Master
W. H. Wadian Secretary
Con Goulding Collector
Will Blannerhassett Receiver
T. L. Drummond Magazine Agent

226. MAGNOLIA; Corsicana, Texas.
Meets 2d and 4th Wednesdays at 8 P. M.
L. C. Overhiser Master
W. M. Nicol, L. Box 230 Secretary
J. Barry Collector
W. M. Nicol, L. Box 230 Receiver
J. H. Dunkin Magazine Agent

227. MAGNET; Blaghamton, N. Y.
Meets 1st Wednesday and 4th Saturday at 2 P. M.
at Stevens' Hall, North Chenango St.
W. A. Wrigley, 23 Doubleday St. Master
G. B. Warner, 80 Lewis St. Secretary
W. A. Wrigley, 23 Doubleday St. Collector
Theodore Haskins, 30 Virgil St. Receiver
G. B. Warner, 80 Lewis St. Magazine Agent

228. ACME; Scranton, Pa.
Meets 1st and 3d Sundays at 2 P. M., in the Fire
National Bank, No. 332 Lackawana ave.
S. M. Travis, 716 Adams ave Master
Jas. G. Burnett, 216 Lackawana Ave. Secretary
E. M. Tewksbury, 231 Fairview Ave.
Hyde Park Collector
Judson Bayly, 514 E. Market St. Receiver
A. R. Woodward, 226 N. 9th St. Mag. Agen

- 239. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker st. Master
F. E. Beach, 262 Bleecker st. Secretary
J. J. Quirk, 158 Catharine st. Collector
A. E. Pease, 76 Main st. Receiver
Jas. G. Agans, 181 Catherine St. Mag. Agent
- 240. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.
Geo. W. Gilkerson, Livingston Ave. above Ontario St. Master
Geo. M. Jeffers, 36 Ontario St. Secretary
Geo. W. Gilkerson, Livingston Ave. above Ontario St. Collector
Geo. M. Jeffers, 36 Ontario St. Receiver
Geo. Heckman, 108 Western Ave. Mag. Agent
- 241. DELAWARE; Wilmington, Delaware.**
Meet 1st and 3d Sundays 2:30 P. M. at G. A. R. Hall, Market St.
E. M. Sargent 618 west 4th St. Master
Geo. H. Larimore, 1008 Pine St. Secretary
George Clarey, 1011 Lombard St. Collector
Geo. H. Larimore, 1008 Pine St. Receiver
E. J. Gordon, 621 Lombard St. Mag. Agent
- 242. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays of each month, at 1 P. M., in K. of H. Hall.
D. H. Smith, Box 1431 Master
W. H. Tidaback, Box 1431 Secretary
W. J. Herlihy Collector
S. Gildersleeve, Box 1431 Receiver
H. B. Weeden, Drawer 104, Norwich, N. Y. Magazine Agent
- 243. GLAD TIDINGS; Moncton, New Brunswick.**
Meets 1st Saturday evening and 3d Sunday afternoon in Victoria Hall.
Frank Probert Master
Kenneth Campbell, Box 286 Secretary
W. H. Gay Collector
R. H. Coggan, Box 81 Receiver
J. Stewart, Jr. Magazine Agent
- 244. NORTH BAY; North Bay, Ontario.**
Meets 1st and 3d Sundays, in B. of L. F. hall, W. R. Boucher Master
W. J. Thurlow, 119 Main St. Secretary
W. H. Allendale Collector
H. G. Reid Receiver
John Beattie Magazine Agent
- 245. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. W. Murphy, 3491 Denny St. Master
P. S. Williams, 2903 Penn Ave. Secretary
W. J. Adams, Arch St. above 28th Collector
H. B. Duff, corner Smallman and 26th Sts Receiver
R. O. Ferrin, 2903 Penn st. Magazine Agent
- 246. HINTON; Hinton, West Virginia.**
Meets 1st and 3d Wednesdays at 1:30 P. M. and 2d and 4th Saturdays at 7:30 P. M.
W. A. Callahan Master
O. E. Madison Secretary
J. P. Steele Collector
J. R. Nutty Receiver
J. Grether, Box 118 Magazine Agent
- 247. CENTRAL PARK; Central Park, Ill.**
Meets 1st and 3d Sundays, in Tilton's Hall.
Ben Dean, Box 101 Master
M. J. Kennedy, 549 W. Ohio St., Chicago, Secretary
M. J. Kennedy, 549 W. Ohio St., Chicago, Collector
Thaddeus Chew Receiver
Horace Brink Magazine Agent
- 248. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
H. C. Kehlman, 1134 Jefferson St. Master
Wm. Layman Secretary
A. E. Mercer Collector
H. C. Kehlman, 1134 Jefferson St. Receiver
Henry Kortz Magazine Agent
- 249. BUCKEYE; Delaware, Ohio.**
Meets 2d and 4th Sundays, in Reid & Powell's Hall.
F. L. Volk, Box 782 Master
J. J. Quinlan, Box 405 Secretary
J. J. Jennings Collector
Jas. B. Healy Receiver
James Quinlan, Box 405 Magazine Agent
- 250. GILBERT; Jackson, Mich.**
Meets every Monday at 7:30 P. M.
Jas. F. Eaton, 312 Blackstone St. Master
J. H. Bentley, 116 Cortland St. Secretary
M. A. Henry, 327 Quarry St. Collector
D. Green, 211 Orange St. Receiver
George Holden, 205 Beech st. Magazine Agent
- 251. MOUNTAIN CITY; Hasleton, Pa.**
Meet 2d and 4th Sundays of each month, at 1:30 P. M. at Liberty Hotel Laurell St.
John Glean, Box 800 Master
P. C. Hagerty, Box 800 Secretary
John McCall, Box 300 Collector
Andrew Krapf, Box 800 Receiver
John J. Pickering, Box 300 Magazine Agent
- 252. WHEATON; Elmira, N. Y.**
Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.
Wm. M. Bacon, 383 Fulton St. Master
Chas. Barker, 870 McGee St. Secretary
T. D. Jones, 213 W. Third street Collector
J. H. Bartholomew, 108 Ferris St. Receiver
Daniel Keefe, 360 W. Fifth St. Magazine Agent
- 253. J. H. SELEY; Texarkana, Texas.**
Meets every Sunday at 2 P. M.
W. F. Rowe, Texarkana, Ark. Master
S. A. Oliver, Texarkana, Ark. Secretary
J. M. Painter, Texarkana, Ark. Collector
E. H. Christman Glass Box 362, Texarkana, Ark. Receiver
E. H. Christman Glass, Box 362, Texarkana, Ark. Mag. Agent
- 254. T. P. O'BROUKE; Chicago, Ill.**
Meets 1st Thursday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson Sts.
C. Naylor, 97 Stewart Ave. Master
Jas. J. Deegan, 298 E. 22d St. Secretary
Wm. Baxter, 657 W. 18 Place Collector
N. E. Nazz, 19 O'Brien St. Receiver
P. C. Winn, 330 W. 12th St. Magazine Agent
- 255. GEORGIA; Savannah, Ga.**
Meets every Thursday at 7:30 P. M. and 3d Sunday at 2:30 P. M.
Joseph F. Dooner, 117 1/2 Barnard St. Master
Adam Hutton, 117 1/2 Barnard St. Secretary
Adam Hutton, 117 Barnard St. Collector
Fleming Goolshy, 212 1/2 Harris St. Receiver
John J. Gordon, 101 1/2 Montgomery St. Magazine Agent
- 256. MACON; Macon, Ga.**
Meets at M. & W. depot every Sunday.
W. M. Walker, 1325 Fourth St. Master
N. S. Outler, cor. Pine and 6th Sts. Secretary
James Boatwright, 454 Oak St. Collector
Jas. M. Pool Receiver
E. B. Abell Magazine Agent
- 257. KENNESAW; Atlanta, Ga.**
Meets every Sunday at 2 P. M., at 49 1/2 Broad St.
W. H. Hollingsworth, 390 Houston St. Master
Henry J. Young, 142 Mongum St. Secretary
S. N. Pitchford, 58 Smith St. Collector
John M. Baird, 194 Powers St. Receiver
H. F. Waters, 316 Rawson St. Magazine Agent
- 258. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at 1:30 P. M., in G. A. R. Hall.
C. A. Mahan, Box 787 Master
J. S. Brown, Box 704 Secretary
Wm. Rose Collector
H. L. Adams, Box 537 Receiver
Chas. Wellsell, Box 530 Magazine Agent

- 240. CALUMET; South Chicago, Ill.**
Meets 2d and 4th Sundays at 7:30 P. M., in Engineer's Hall, South Chicago.
Samuel T. Hooper, Judd, Cook Co., Ill. . . . Master
Hugo Logan, Judd, Cook County, Ill. . . . Secretary
Hugo Logan, Judd, Cook County, Ill. . . . Collector
J. W. Swartzell, Judd, Cook County, Ill. . . . Receiver
O. J. Austin, Judd, Cook Co., Ill. . . . Mag. Agent
- 240. GOLDEN LINK; Wilkesbarre, Pa.**
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
E. A. Reiley, Ashley, Pa. . . . Master
W. C. Daugherty, 71 Kidder St. . . . Secretary
C. H. Laman, Kingston, Pa. . . . Collector
C. Vanwhy, Ashley, Pa. . . . Receiver
Elmer E. Butz, Ashley, Pa. . . . Magazine Agent
- 241. LEHIGH; Mauch Chunk, Pa.**
Meets at Stahl's Hall 1st and 3d Sundays.
Theo. Lindenmuth East Mauch Chunk . . . Master
John McAllister, Box 275 . . . Secretary
L. H. Yetter, Box 275 . . . Collector
C. Roberts, Box 275 . . . Receiver
L. H. Yetter, Box 275 . . . Magazine Agent
- 242. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
Harry M. Hinkle . . . Master
Frank Stocker . . . Secretary
Geo. W. Ewing . . . Collector
Martin M. Hinkle . . . Receiver
H. A. Bennett, Box 531 . . . Magazine Agent
- 242. TRENTON; Trenton, N. J.**
Meets in Bayard Post No. 8, G. A. R. room at 24 E. State St. 1st and 3d Sundays of each month.
John Hatfield, 47 Hart ave. . . . Master
Robert Stackhouse, 667 Broad St. . . . Secretary
Thos. H. Decator, 45 Hart Ave. . . . Collector
Frank F. Parsons, 18 Sanford St. . . . Receiver
Wm. C. Massey, 167 Passaic St. . . . Magazine Agent
- 244. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays, at 7:30 P. M. in Masonic Hall.
W. H. Roberts . . . Master
C. T. Crippen, Box 171 . . . Secretary
P. J. Farrell . . . Collector
J. P. Hoff . . . Receiver
H. F. Reineohl, Box 524 . . . Magazine Agent
- 245. NEIGHBOR; McCook, Neb.**
Meets in Masonic Hall 1st and 3d Wednesdays, and 2d and 4th Saturdays.
Ernest McConnell, Box 154 . . . Master
I. W. Jackson, Box 95 . . . Secretary
I. W. Jackson, Box 95 . . . Collector
G. A. Tolander, Box 521 . . . Receiver
Frank McAdams, Box 216 . . . Magazine Agent
- 244. HIGH LINE; Como, Colo.**
Meets every Thursday 8 P. M. in McFarlin Hall.
B. Bowerman . . . Master
G. W. McAleer, Box 47 . . . Secretary
M. S. Mathes . . . Collector
G. W. McAleer, Box 47 . . . Receiver
Wm. Boynton . . . Magazine Agent
- 247. KIT CARSON; Raton, New Mexico.**
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
John W. Cullen . . . Master
Alfred R. Cullen . . . Secretary
B. F. Pine . . . Collector
James McPherson . . . Receiver
Chas. Miller, Box 56 . . . Magazine Agent
- 248. KENO; Nickerson, Kansas.**
Meets in Odd Fellows Hall every Thursday evening at 7:30.
A. E. Leighty . . . Master
J. B. Wood, L. Box 18 . . . Secretary
Jas. Banton . . . Collector
A. S. Ritenour . . . Receiver
E. A. Devaux . . . Magazine Agent
- 249. CALIFORNIA; Sacramento, Cal.**
Meets 2d and 4th Tuesdays in Red Men's Hall, Masonic building, 6th and K Sts.
E. Kuns, 1311 Ninth St. . . . Master
G. E. Hanford, Box 107 . . . Secretary
G. W. Cox, 1517 N St. . . . Collector
J. D. Cummings, Box 107 . . . Receiver
G. E. Hanford, Box 107 . . . Magazine Agent
- 251. MAGDALENA; San Marcial, New Mexico.**
Meets 1st Sunday 3d Tuesday in Masonic hall.
Morgan Feathers, Box 110 . . . Master
Israel Cook, Box 87 . . . Secretary
Wm. Hanway . . . Collector
Frank Ewing . . . Receiver
George S. Lewis, Box 108 . . . Magazine Agent
- 252. QUEEN CITY, West Toronto Janct., Ont.**
Meets 1st and 3d Mondays, and 2d and 4th Tuesdays at Carlton Hall.
W. B. Ritchey, Box 61 . . . Master
John Donaldson . . . Secretary
William Hyndman, Box 61 . . . Collector
John Price . . . Receiver
Thos. Cotterell . . . Magazine Agent
- 253. ALAMO; Taylor, Texas.**
Meets every Wednesday at Alamo Hall.
Thomas Thrallkill, Box 55 . . . Master
S. M. Bridgewater, Lox Box 10 . . . Secretary
B. C. Melson, Box 10 . . . Collector
A. E. Alkman, Box 10 . . . Receiver
A. Brownson . . . Magazine Agent
- 254. J. K. GILBREATH; Butte City, Montana.**
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
Joseph Byrne, Box 4, South Butte . . . Master
Peter Grant, South Butte . . . Secretary
Geo. Tyndall, Box 832 . . . Collector
C. H. DeCamp, Box 5, South Butte . . . Receiver
Mac. Haskins, South Butte, Mon . . . Mag. Agent
- 255. GRAND RIVER; Grand Rapids, Mich.**
Meets 1st and 3d Sundays at 2:30 P. M. in I. O. O. F. Hall.
H. Norris, 59 River avenue . . . Master
G. P. Downey, 13 Wenham avenue . . . Secretary
Walter Follett . . . Collector
J. Kitzelman, 68 California St. . . . Receiver
Elmer E. Decker, 447 S. Division St. . . . Mag. Agent
- 256. JOHN HICKEY; South Kaukauna, Wis.**
Meets 1st and 3d Mondays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
J. E. Moquin . . . Master
H. O. Fuller . . . Secretary
L. Kittell . . . Collector
Laurence Hoffman . . . Receiver
Laurence Hoffman . . . Magazine Agent
- 257. ENDEAVOR; Algiers, La.**
Meets at Castle Hall every Thursday at 7:30 P. M.
M. H. Brown, 73 Webster Ave. . . . Master
J. E. Goff, 126 Elmira St. . . . Secretary
A. H. Flynn, 87 Pacific avenue . . . Collector
A. B. Walters, 110 Pacific Ave. . . . Receiver
A. H. Flynn, 87 Pacific Ave. . . . Magazine Agent
- 258. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn. . . . Master
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn. . . . Secretary
Jas. Harrington, 310 Long St. . . . Collector
Tim O'Leary, care 301 Cor. McCreary and Hines St., Nashville, Tenn. . . . Receiver
- 259. O. K.; Cincinnati, Ohio.**
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Ludden, 24 Pearson St. . . . Master
R. E. McKenzie, 151 Baymiller St. . . . Secretary
W. C. Conn . . . Collector
G. S. Kershner, 1331 Greenup St., Covington, Ky. . . . Receiver
Ed. Cullen, 27 Budd St. . . . Magazine Agent
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson, 2216 Cedar Ave. . . . Master
D. Lucas, 407 Fifth St. S. . . . Secretary
A. M. Getchell, 27 Second St. S. . . . Collector
Chas. Kraft, 2116 Twenty-Ninth St. S. . . . Receiver
Ambrose Powell, 3020 28th Ave. So., Mag. Agent
- 271. BYEAM; Stanhope, N. J.**
Meets in Drake's Hall, 2d and 4th Sundays at 4 P. M.
R. A. Trezise, Box 30, Port Morris . . . Master
Wm. Weller, Box 25, Port Morris . . . Secretary
W. H. Blanchard, Port Morris . . . Collector
Wm. Weller, Box 25, Port Morris . . . Receiver
M. T. Dickerman, Box 31, Port Morris, N. J. . . . Magazine Agent

272. WILSON; Junction, N. J.

Meets 1st and 3d Sundays in Well's Hall.
 Jno. S. Eveland, Jr. Master
 J. E. Dineen Secretary
 Jacob S. Rodenhough Collector
 J. W. Gary Receiver
 John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets every Monday night in P. O. S. of A. Hall, corner 15th and Holladay Sts.
 R. M. Huntington, 562 Santa Fe St. Master
 H. J. Sweeney, 1043 Seventh St. Secretary
 C. H. Curtis, 458 Clark St. Collector
 W. J. Bratton, 1245 Pimont St. Receiver
 J. E. Nichols, 2221 Lawrence St. Magazine Agt

274. JACKSON; Clifton Forge, Va.

Meets 2d and 4th Saturdays at 7:30 P. M. in Odd Fellows Hall.
 J. H. Wright Master
 C. H. Butcher Secretary
 R. B. Donovan Collector
 J. H. White, 811 Stewart St., Staunton Receiver
 R. R. Johnson Magazine Agent

275. LEE; Richmond, Va.

Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays at 1:30 P. M.
 Wm. J. Burke, N.N. & M.V. Round House, Master
 W. A. Demaine, N. N. & M. V. Round House Secretary
 W. R. Sanders, 4 N. 18th St. Collector
 Wm. J. Burke, NN & MV Round House Receiver
 W. R. Sanders, No. 4 N. 18th St. Mag. Agent

277. ALABAMA; Mobile, Ala.

Meets every Monday at 2 P. M.
 O. E. Adams, L. & N. Shops Master
 R. H. McCarty, L. & N. Shops Secretary
 R. H. McCarty, L. & N. Shops Collector
 Frank I. Carney, L. & N. Shops Receiver
 W. A. Crawford, L. & N. Shops Magazine Agent

278. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M. and 2d and 4th Fridays at 7 P. M.
 H. J. Stanton, 817 Pearl St. Master
 D. P. Weaver, 1107 S. Washington St. Secretary
 E. R. Wright, 1107 S. Washington St. Collector
 H. V. Neville, 1107 S. Washington St. Receiver
 E. Wright, 1107 So. Washington St. Mag. Agent

279. METEOR; McComb City, Miss.

Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.
 E. M. Coe, Box 87 Master
 A. W. Jennings, Box 87 Secretary
 A. W. Jennings, Box 87 Collector
 Ike H. Martin, Box 87 Receiver
 E. M. Coe, Box 87 Magazine Agent

280. OZARK; Thayer, Mo.

Meets Sundays at 9 A. M. in Sachs' Hall.
 W. H. Lohnes, Box 37 Master
 Jacob Myers, Box 15 Secretary
 G. E. Beaumont Collector
 C. P. Countryman Receiver
 Henry I. Ogle Magazine Agent

281. TUNNEL HILL; New Albany, Ind.

Meets in Hedden's Hall 1st and 3d Sundays at 2 P. M.
 Thos. D. Fisher Master
 H. H. Hopkins Secretary
 W. H. Sarles Collector
 Wm. H. Stephens, N. 7th St. Receiver
 John S. Keane, 118 Main St. Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in Lotta Hall on 1st and 3d Sundays at 2:30 P. M.
 J. T. Worsham Master
 Calvin Munro Secretary
 Wm. Coupland Collector
 D. Aldridge Receiver
 J. T. Worsham Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Kettler's Hall 2d Sunday and 4th Wednesday.
 F. J. May, Box 139, Hallstead, Pa. Master
 E. Edenger Secretary
 Thos. L. Connelly Collector
 H. P. Trowbridge, Hallstead, Pa. Receiver
 S. H. Wells, Great Bend, Pa. Mag. Agent

284. ELK CITY; New Haven, Conn.

Meets at Elk's Hall, 852 Chapel St. 1st Saturday and 3d Sunday afternoon.
 E. A. Ferrell, 159 Rosette St. Master
 Eugene S. Alling, 161 Spring St. Secretary
 W. H. Dellert, 43 Carlisle St. Collector
 Wm. A. Pyle, 46 Arthur St. Receiver
 Chas. A. Baldwin, 243 Greenwich Ave. Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets 2d and 4th Sundays of each month, Cor Pratt and Main Sts., in Bliss Hall.
 H. L. Stearns, 4 Wooster St. Master
 E. E. Bill, 27 Vine St. Secretary
 R. A. Thayer, 112 Hopkins St. Collector
 H. L. Stearns, 4 Wooster St. Receiver
 J. H. Osmond, 83 Fairmont St. Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in B. L. E. Hall 2d and 4th Sundays at 2 P. M.
 Wilfred Borland, 412 N. 4th St. Master
 Adolphus Fixel, 1214 Miller St. Secretary
 Robert Steiner, 675 N. 4th St. Collector
 Wesley Beck, 124 Sears St. Receiver
 A. Fixel, 1214 Miller St. Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets every Sunday at 2 P. M., in Ott's Hall, Twelfth St.
 T. D. Trout, 2d ave. and 7th St. Master
 J. C. Brode, 1004 Nineteenth St. Secretary
 W. G. Miller, 1903 Union Ave. Collector
 F. A. Davis, 1903 Union Ave. Receiver
 P. F. Allen, 1213 Sixteenth avenue Mag. Agent

288. EMMET; Eatherville, Iowa.

Meets 1st Sunday and third Monday at 7:30 P. M. in Masonic Hall.
 Geo. Godden, Box 76 Master
 P. J. Sullivan, Box 48 Secretary
 A. L. Houlthouse, Box 3 Collector
 R. S. Robinson, Box 102 Receiver
 D. L. Post Magazine Agent

289. GRAND ISLAND; Grand Island, Neb.

Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
 John W. Allwine Master
 Geo. Morgan, Box 57 Secretary
 Wm. H. Anvill Collector
 Wm. Edward Receiver
 Wm. Edwards Magazine Agent

290. MARION Hannibal, Mo.

Meets in Emmet Hall, 2d & 4th Sundays at 7 P. M.
 W. E. Miles, 1101 Church St. Master
 L. R. Bickel, 510 Bluff St. Secretary
 J. W. Rowland, 406 N. 3d Collector
 W. F. Ritter, 217 S. 4th St. Receiver
 L. R. Bickel, 510 Bluff St. Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets 2d Saturday evenings and 4th Sunday mornings at Pythian Hall.
 George Smith, Sheffield ave near Atlantic ave. Master
 Walter Jamison, 7 Perry Place Secretary
 John Logue Collector
 Thos. H. Smith, 707 Madison St. Receiver
 Ed. Locke, Sackman St., bet. E. New York and Liberty Ave., Station E., Brooklyn, N. Y. Mag. Agent

292. POCAHONTAS; Holden, Mo.

Meets in Odd Fellows' Hall, 2d and 4th Saturday.
 J. C. Bell Master
 G. R. Johnson Secretary
 W. A. Bedell Collector
 W. M. Bedell Receiver
 G. R. Johnson Magazine Agent

293. LAFAYETTE; Philadelphia, Pa.

Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
 J. J. Leahy, 2827 Fremont St. Master
 W. J. Sharkey, 2808 Somerset St. Secretary
 J. J. Haughey, 2710 Hewson St. Collector
 D. J. Kilty, 2840 Edgemont St. Receiver
 G. W. Nevill, 1541 Palmer St. Magazine Agent

- 394. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in
Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple, Box 262 Master
G. W. Lynch, L. Box 34 Secretary
O. G. Temple, Box 262 Collector
G. F. Parsons Receiver
I. A. T. Watkins, Box 262 Mag. Agent
- 395. O. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
J. V. Cunningham, 1314 Carry Ave. Master
A. R. Kough, 1235 Harrison St. Secretary
A. R. Kough, 1235 Harrison St. Collector
A. M. Kough, 1235 Harrison St. Receiver
F. W. Duncan, 506 Brady St. Magazine Agent
C. F. McSteen, care John McSteen, Magazine Agent
- 396. IROX RANGE; Duluth, Minn.**
Thomas Kelly, Two Harbors, Minn. Master
Walter H. Bell, Box 289, Two Harbors, Minn. Secretary
P. J. McGuire, Two Harbors, Minn. Collector
J. G. Defont, 1532 w Sup. st. Receiver
A. Dahl, 1918 Michigan St., west Mag. Agent
- 397. CLARK; Jeffersonville, Ind.**
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 392 Master
C. E. Buehler Secretary
P. J. Gavin Collector
A. B. Chambers Receiver
P. A. Coleman Magazine Agent
- 398. GLENCOE; St. Louis, Mo.**
Meets at 2817 Chouteau Ave., 1st and 3d Mondays
at 1:30 P. M.
Geo. T. Andrews, 2029 Eugenie Street Master
J. W. Reynolds, 2142 Gratiot St. Secretary
Charles A. Durnell, 512 Montrose ave Collector
W. J. Murphy, 314 Montrose ave Receiver
H. L. Dedrick, 622 Argyle ave Mag. Agent
- 399. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
James Butler, Alliance Master
W. H. Zink, L. Box 80 Secretary
G. R. Rock, Box 85 Collector
C. H. Ridge, Box 87 Receiver
W. S. Brown Magazine Agent
- 400. HARBOR CITY; Michigan City, Ind.**
Meets in I. O. O. F. Hall 1st, 3d and 5th Mondays
at 2 P. M.
A. S. Hewitt, Box 834 Master
W. H. Roe, L. Box 644 Secretary
W. H. Henry, Box 49 Collector
Jas. Whitby, L. Box 704 Receiver
Lew Willson, 7th street Magazine Agent
- 401. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday . a
P. M. in Engineer's hall.
Samuel J. Norris Master
Frank W. Thompson Secretary pro tem
Frank W. Thompson Collector
Wm. M. Weeks Receiver
W. C. Baldwin Magazine Agent
- 402. TOUGHIOGHENY; Connellsville, Pa.**
Meets alternate Sundays in Reisinger Hall, Main
street, Connellsville, Pa.
J. P. Smith, Box 261 Master
A. C. Plante Box 173 Secretary
S. A. McPhee, Box 387 Collector
A. C. Plante, Box 173 Receiver
W. J. Kernan, Box 36 Magazine Agent
- 403. VILLA PARK; Streator, Ill.**
Meets 1st and 3d Sundays.
J. J. Corcoran, 151 Monroe St. Master
J. E. Irwin, 1 Everett St. Secretary
Charles Burch Collector
Moses Cantlin Receiver
Chas. Burch, 155 E. Wilson St. Magazine Agent
- 404. THREE BRANCH Argenta, Ark.**
Meets every Saturday evening at 7:30 P. M., in
Moses Hall, Argenta, Ark.
Jas. S. Sharp Master
Chas. E. Humphrey Secretary
R. S. Hunt, Box 157 Collector
R. G. Curtis Receiver
R. A. G. Sell, Box 116 Magazine Agent
- 405. UNWIN; Rat Portage, Ontario.**
Meets in Garfield Hall, 1st and 3d Wednesdays.
Sam S. Wilson Master
Wm. Burrage, Box 40 Secretary
Wm. Munt Collector
Chas. Unwin Receiver
Wm. Burrage, Box 40 Magazine Agent
- 406. GRANITE STATE; Concord, N. H.**
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday
at 3 P. M. in Temple Hall, Sanborn block.
J. C. Muzzey, 17 Green St. Master
F. H. Favor, 11 Fremont St. Secretary
Z. H. Durkee, Box 248, White River Junction, Vt. Collector
James Burbeck, 14 Prince St. Receiver
C. S. Woods, West Lebanon, N. H. Mag. Agent
- 407. HANDEN; Springfield, Mass.**
Meets in Crescent Hall, 218 Main St., 1st and 3d
Sundays.
Chas. A. Chapin, B. & A. Engine House Master
John A. Simons, 23 Dwight St. Secretary
John Fenton, 108 Congress St. Collector
M. D. Newton, Merrick, Mass Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent
- 408. BELLE HAVEN; Alexandria, Va.**
Meets 2d and 4th Sundays.
J. W. Hook, 124 Duke St. Master
N. B. Grant Secretary
H. J. Mortimer Collector
W. M. Mansfield 1018, Duke st Receiver
H. J. Mortimer Magazine Agent
- 409. BARTHOLDI; Long Island City, N. Y.**
Meets 2d Mondays and 4th Saturdays in Schwal-
lenberg Hall.
Wm. J. Simon, Box 78, Shuetzen Park, L. I., N. Y. Master
Jno. W. Brown, 147 Dupont St., Green Point, L. I., N. Y. Secretary
Edward Murphy, Sag Harbor, L. I. Collector
Frank Sembler Receiver
W. A. Barnum, College Point, L. I. Mag. Agent
- 410. CHESTNUT RIDGE; Derry Station, Pa.**
Meets 1st, 3d and 4th Wednesdays at 7:30 P. M.,
and 3d Sunday at 2 P. M.
G. B. Meyers, Box 108 Master
H. E. Hootman Secretary
H. C. Martin Collector
Joshua Rhodes Receiver
J. T. Cole Magazine Agent
- 411. BELLE PLAINE; Belle Plaine, Ia.**
Meets in V. A. L. Hall 1st and 3d Sundays.
Arthur Kennedy Master
J. C. Hanby, Box 228 Secretary
I. W. Miller, Box 341 Collector
C. A. Howe, Box 379 Receiver
E. L. Condon, Box 128 Magazine Agent
- 412. BLUE VALLEY; Wymore, Neb.**
Meets in Masonic Hall 1st and 3d Sundays.
W. F. Hacket, Box 138 Master
B. A. Downen Secretary
L. W. Small Collector
S. E. Fulton, Box 85 Receiver
B. A. Downen Magazine Agent
- 413. KAW VALLEY; Armourdale, Kansas.**
Meets alternate Mondays at 7:30 P. M.
John Donovan, Box 32, Armstrong, Kan. Master
Thos. McHale, 308 Colorado avenue, Arm- strong, Kan Secretary
M. S. Laughlin, Box 54 Collector
Emmett Lewis, 534 Highland avenue, Armstrong, Kan Receiver
E. C. Haddock, 120 N. 5th St., Kansas City, Mo Magazine Agent
- 415. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at Odd Fellows Hall,
101 Hudson avenue.
Oliver J. Ogden, 58 James st Master
Wm. J. Murray, 68 High St. Secretary
Jas. A. Dardis, 45 James St. Collector
H. R. Peach, 44 George St. Receiver
H. A. Norton, 155 George St. Magazine Agent

- 316. OMEGA; Buffalo, N. Y.**
Meets every Saturday evening at Siebert's Hall, corner Jefferson and Bristol Sts.
J. R. Huntley, 79 Van Rensselaer St. Master
Wm. H. Walsh, 1903 Broadway Secretary
T. C. Burke, 865 Seneca St. Collector
Robt. O. Williams, 89 Watson St. Receiver
Robt. O. Williams, 89 Watson St., Magazine Agent
- 317. MOUNT PEKN; Reading, Pa.**
Meets 1st and 3d Sundays, at 9:36 A. M. in Bland's Hall, 6th and Penn Sts.
George Leeds Master
Wm. Gordon, 836 Green St. Secretary
Wm. J. A. Kendall, 833 Green St. Collector
L. Brownback, 226 N. 9th St. Receiver
M. W. Pottelger, West Leesport, Pa. Mag. Agent
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**
Meets 1st and 3d Monday evenings at 7:30, in Speck's Block, cor. 2d and Hazlewood avenue.
J. F. Willis, Glenwood, 23d Ward Master
W. C. Alexander, Glenwood, 23d Ward Secretary
J. A. Woodcock, Glenwood, 23d Ward Collector
W. J. McNamany, Glenwood, 23d ward Receiver
Wm. Carter, 23d Ward, Lytle St. Magazine Agent
- 319. ORPHANS' HOPE; Dennison, Ohio.**
Meets every Tuesday at 6:30 P. M., standard time.
John Roach Master
John C. Linduff Secretary
John Roach Collector
Harry R. Brown, Jr. Receiver
Harry R. Brown, Jr. Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**
J. A. Scanlon, 475 Whitehall St., St. Paul. Master
J. H. Salley, 617 Minnehaha St., St. Paul, Secretary
A. H. Hunter, 751 Edgerton St., St. Paul, Collector
R. A. Hetherington, 534 Grove St., St. Paul, Minn. Receiver
T. C. Hetherington, 582 E. Seventh St., St. Paul. Magazine Agent
- 321. SNOW DRIFT; Chapeau, Ont.**
Meets in B. of L. F. Hall, First and Third Mondays at 7:30 P. M.
A. Rathwell, C. P. R. R. Master
W. J. Devlin, C. P. R. R. Secretary
Mark Bowles Collector
J. McDams, C. P. R. R. Receiver
Herbert D. Gay Magazine Agent
- 322. WISSAHICKON; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month, at 8 E. cor. 10th and Spring Garden Sts.
L. D. Woodington, 1839 N. Ninth st. Master
James Haas, 2135 Darien St. Secretary
James Haas, 2135 Darien St. Collector
Joseph Harrison, 683 Jay St. Receiver
John Kiple, 808 Green St. Magazine Agent
- 323. ANTHRACITE; Tamaqua, Pa.**
Meets in Kern's Hall, 2d and 4th Sundays.
Wm. H. Fry Master
Wm. Heckman, Box 367 Secretary
Andrew Frank Collector
Wm. J. Dintinger, Box 317 Receiver
Jos. Mucklow Magazine Agent
- 324. MOUNTAIN GROVE; Catawissa, Pa.**
Meets 2d and 4th Sundays of each month at 1:30 P. M., in News Item Hall.
J. W. Fisher, Box 722 Master
Jeremiah Haley Secretary
Jeremiah Haley Collector
Geo. Mensch Rupert, Columbia Co., Pa. Receiver
W. Bowman, Milton, Pa. Magazine Agent
- 325. SCHUYLKILL VALLEY; Pottsville, Pa.**
Meets 2d and 4th Sunday evenings of each month.
C. H. Wesley, 315 N. 3d St., Pottsville, Pa. Master
T. F. Brennan, 393 Hotel St., Palo Alto, Pottsville, Pa. Secretary
Hugh F. Gillespie, 154 E. Bacon St., Palo Alto, Pottsville, Pa. Collector
John McCarty, 242 E. Bacon St., Palo Alto, Pottsville, Pa. Receiver
Nicholas Kuebler, 45 E. Savoy St., Palo Alto, Pottsville Magazine Agent
- 326. FOLWELL; Bradford, Pa.**
Meets 1st & 3d Sundays at 7:30 P. M. in G. A. R. Hall.
Geo. P. Clough, 6 Allison St. Master
J. H. Fenner, 69 High St. Secretary
Clarence Billington, 28 Hilton St. Collector
Geo. P. Clough, 6 Allison St. Receiver
P. T. Lane, 18 Boyeston St. Magazine Agent
- 327. SILVER MOUNTAIN; Needles, Cal.**
Meets every Saturday in K. of L. Hall.
W. B. Cordingly Master
J. M. Griffith Secretary
Chas. Diffinbaugh Collector
Wm. Field Receiver
John M. Griffith Magazine Agent
- 328. STONE BALLAST; Plattsmouth, Neb.**
Meets 1: K. P. Hall alternate Sundays at 2 P. M.
C. P. Curtis Master
H. F. Zinn Secretary
J. E. Kline Collector
W. M. Ferguson, L. Box 916 Receiver
V. P. Mullis Magazine Agent
- 329. SOLOMON VALLEY; Downs, Kansas.**
Meets 1st and 3d Sundays at 1:30 P. M. in Masonic Hall.
H. E. Wade Master
E. Remy, Box 169 Secretary
John Milheiser, Box 102 Collector
C. Tunniff, Box 110 Receiver
R. J. Dunlap Magazine Agent
- 330. RIVER VIEW; Kansas City, Kansas.**
Meets 2d and 4th Thursday evenings at Melville Hall.
J. J. Barr, 835 Park Ave. Master
J. J. Barr, 835 Park Ave. Secretary
J. J. Barr, 835 Park Ave. Collector
I. T. Ward, Box 4, Station A, Kansas City, Mo. Receiver
J. J. Barr, 835 Park Ave. Magazine Agent
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**
Meets in Foresters' Hall, Cor. 81st St. and Vincennes Ave., Auburn, Ill.
O. Fisher, S. Englewood, Ill. Master
J. D. Flood, Box 34, S. Englewood Secretary
J. McCarty, Auburn Junction, Ill. Collector
J. D. Flood, Box 34, So. Englewood Receiver
W. Smith, S. Englewood, Ill. Magazine Agent
- 332. STONE MOUNTAIN; Augusta, Ga.**
Meets every alternate Sunday in hall corner of Broad and Jackson Sts.
B. W. Furber, Ga. R. R. Shops Master
P. J. Buckley, Cen. R. R. shops Secretary
W. W. Blassingale, Ga. R. R. Shops Collector
John B. Nunn, 934 Fenwick St. Receiver
Jas. S. Downing, Ga. R. R. shops Mag. Agent
- 333. FAIRMOUNT; Philadelphia, Pa.**
Meets in Hancock Hall, Cor. 40th St. and Lancaster Ave., 2d and 4th Tuesday evenings.
B. F. M. Keffer, 3821 Aspen St. Master
G. V. Plant, 3911 Wallace St., W. Phila. Secretary
C. H. Maul, 830 N. 40th St. Collector
Harry C. Ewing, 830 N. 40th St. Receiver
H. C. Ewing, 830 N. 40th St. Magazine Agent
- 334. ELLSWORTH; Philadelphia, Pa.**
Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth st.
Louis Genay, 107 Ward St. Master
Wm. Akin, 1018 Mole St. Secretary
H. A. Kraus, 1706 Afton St. Collector
F. H. Hartzell, 1506 Lukens St. Receiver
Harry Yocum, 821 S. 18th St. Magazine Agent
- 335. SAINT ADOLPHUS; Hochelaga, Canada.**
Meets alternate Sundays at 111 Moreau St., Tremblay Block.
Alfred Pring, 20 Roch Lane, Montreal Master
Peter Dionne, 69 Iberville St, Montreal, Secretary
Peter Dionne, 69 Iberville St, Montreal. Collector
J. G. Brazeau, 111 Moreau St. Receiver
J. Langstreth, 107 Marlborough St. Mag. Agent
- 336. FALL RIVER; Neodesha, Kansas.**
Meets 2d and 4th Saturdays, in I. O. O. F. Hall.
L. N. Baker, Box 178 Master
I. H. Berry, Box 178 Secretary
J. A. McPaul Collector
Chas. Koehler Receiver
Mose Weekly Magazine Agent

337. BIG FOUR; Kansas City, Mo.

Meets alternate Tuesdays at 7:30 P. M., at Summervell's Hall, 21st and Drupp Sts.
 Clinton T. Allis, 1802 Bellevue Ave. . . . Master
 L. F. Stephens, 1001 W Seventeenth St., Secretary
 Chas. E. Thompson, 1226 Reservoir St. . . . Collector
 N. F. Clough, 1812 Holly St. . . . Receiver
 J. A. Brown, 1827 Holly St. . . . Mag. Agent

338. WEST BRANCH; Reno, Pa.

Meets alternate Sundays in Spangler's Hall, Cor. 6th St. and Huron Ave., at 1:30 P. M.
 W. C. Robinson Master
 F. A. McGuire Secretary
 R. C. McFarland Collector
 J. D. Stoner Receiver
 James Campbell Magazine Agent

339. WHITE BREAST; Charlton, Iowa.

Meets 2d and 4th Sundays at 2 P. M.
 M. L. Bixler Master
 A. M. Wilbilly, L. Box 781 Secretary
 G. C. Koebel Collector
 T. H. Sanford Receiver
 Albert Brown Magazine Agent

340. STAR OF THE WEST; Newton, Kan.

Meets in Odd Fellows' Hall alternate Thursdays, at 7:30 P. M.
 G. W. Wilcox, 128 W. Second St Master
 Chas. S. Druce, L. Box 169 Secretary
 J. E. Drennan, L. Box 169 Collector
 John G. Wright, L. Box 169 Receiver
 W. S. Dix, 309 W. 1st St. Magazine Agent

341. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall every Wednesday.
 Arthur Randall Master
 Geo. B. Govett, Box 49 Secretary
 Geo. B. Govett, Box 49 Collector
 Thomas Clouston Receiver
 John Simons, Revelstock, B. C. Magazine Agent

342. CASCADE; Medicine Hat, North West. Terr.

Meets in Masonic Hall, 2d and 4th Sundays.
 Wm. Lowe Master
 James Hawthorne, Box 66 Secretary
 Chas. E. Parker, Box 66 Collector
 Leonard Dobbin Receiver
 Leonard Dobbin, Box 66 Magazine Agent

343. WHITSETTE; Charlotte, N. C.

Meets in I. O. O. F. Hall 1st, 3d and 4th Sundays at 11 A. M.
 Ernest Garraux, Box 21 Master
 Wm. A. Kizziah, Box 21 Secretary
 Chas. L. Couble, Box 21 Collector
 R. G. Smith, Box 21 Receiver
 Thomas J. Pettus Magazine Agent

344. BRADSHAW; Columbia, S. C.

Meets in K. of P. Hall every Sunday at 10:30 A. M.
 D. C. Dickert, Box 68 Master
 R. D. Morton, Box 68 Secretary
 E. J. McMeekin, Box 68 Collector
 G. P. Lawrence, Box 68 Receiver
 Oscar Land, Box 68 Magazine Agent

345. FRONT END; Paris, Texas.

Meets in K. P. Hall, Sundays at 2:00 P. M.
 J. N. Belen Master
 Joseph Gerard Secretary
 Sylvester Hinds Collector
 James Lyons Receiver
 J. N. Ballew Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall 1st and 3d Mondays.
 W. A. Shackelford, Box 86 Master
 F. T. Martin, 300 East Wright St. Secretary
 H. A. Hatch, Box 86 Collector
 J. I. Slizer, Box 86 Receiver
 J. W. Chisholm, 617 E. Wright St. Mag. Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall, 1st, 2d and 4th Thursdays at 2 P. M.
 B. S. Williams, L. Box 503 Master
 John Husser, L. Box 535 Secretary
 W. C. Fadie, Box 206 Collector
 Wm. Pinkerton, L. Box 535 Receiver
 C. H. Vori Mag. Agent

348. BLUE MOUNTAIN; LaGrande, Oregon.

Meets in I. O. O. F. Hall 1st and 3d Wednesdays at 7 P. M.
 E. A. Stephens, Huntington, Oregon Master
 F. E. Herr, L. Box 37 Secretary
 T. H. Boynton, L. Box 18 Collector
 F. G. Schilke, L. Box 37 Receiver
 F. E. Herr, L. Box 37 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
 Henry Grimm, Weehawken P. O., Union Hill Master
 L. T. Burns, New Durham, N. J. Secretary
 Milton Smith Collector
 J. E. Boyle, Weehawken P. O., Union Hill, N. J. Receiver
 W. D. Weaver, Weehawken P. O., Union Hill, N. J. Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.
 W. J. Ditzler Master
 Geo. F. Disbrow, South Amboy, N. J., Secretary
 Constant Coley Collector
 T. R. Mertz Receiver
 Levi M. Landis Magazine Agent

351. HOME; White Haven, Pa.

Meets in Runkey's Hall at 2 P. M., 2d and 4th Sundays.
 Chas. Breutzman Master
 Wilson Dotter Secretary
 Chas. Packer Collector
 Wm. Hartley Receiver
 Jas. N. Deterline Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall 1st and 3d Sundays at 1:45 P. M., and 4th Monday at 7:30 P. M.
 Chas. E. Preston, Box 148 Master
 Edward H. Culver Secretary
 G. W. Allen Collector
 C. P. Kelley, Box 336 Receiver
 Geo. Hobert, Box. 444 Magazine Agent

353. MARBLE CITY; Rutland, Vt.

Meet 1st and 3d Sundays in E. A. U. Hall.
 C. S. Wardwell, 7 Grant Ave Master
 W. O. Phipps, Cor. Strong's Ave. and Main street Secretary
 J. E. Pratt, 24 Plain St Collector
 J. C. Cannon, 63 River St. Receiver
 C. E. Munson, 8 Granger St. Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall 2d Sundays and 4th Saturdays.
 John Curran, 222 Erie St, Jersey City, N.J., Master
 J. S. Kennan, 189 Second St. Secretary
 Elmer E. Huff, Hackettstown, N. J. Collector
 Emmons G. Williams, Morristown, N. J., Receiver
 John Gademan, 7 Nelson Ave., Jersey City N. J. Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in Switchman's Hall 1st Tuesdays at 7:30 P. M., and 3d Sundays at 2:30 P. M.
 W. W. Brooker, 134 S Hickory St Master
 Chris. Nolan, 123 Grover St. Secretary
 M. O'Grady, 701 Scott St Collector
 T. F. Hannan, 411 S Desplanes St. Receiver
 Chas. O. Bond, care Joliet Mfg Co Mag. Agent

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 Robt. J. Lilly, 57 First St. Secretary
 P. S. Dormady, 24 Trinity Place Collector
 S. E. Sweet, 466 Broadway, E. Albany Receiver
 O. Degroff, 160 Clinton Ave. Magazine Agent

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 J. E. Shea Secretary
 C. J. Tabor, Woodstock, N. J. Collector
 D. C. West, Brewer, Maine Receiver
 Fred. W. Henderson, Farren St., Portland, St. Johns, N. B. Magazine Agent

- 358. COOKE; West St. Paul, Minn.**
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E. W. Freeman . . . Secretary
Harry Penneman, 418 south Robert St. . . Collector
P. Denney, 280 Congress St., E . . . Receiver
W. H. Brownson, 220 E. Congress St. . . Mag. Agent
- 359. BIG FLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
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H. E. Hansen, Box 365 . . . Secretary
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A. W. Bluns, Forest House, E. High St. . . Secretary
E. E. Leonard, Sandusky, Ohio . . . Collector
A. W. Bluns, Forest House, E. High St. . . Receiver
S. Roadamer, Forest House, E. High St. . . Magazine Agent
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Chas. Shermerhorn, O. & M. shops . . . Collector
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John Murray . . . Secretary
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J. W. Francis . . . Magazine Agent
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Nat. Sawyer, 1119 Tenth Avenue . . . Secretary
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W. G. Staats, 6,211 Woodland ave. . . Mag. Agent
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James S. Morris . . . Magazine Agent
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 Frank Sweeney Vice Grand Master
 James L. Monaghan Grand Organizer and In-
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The sum of Five Hundred (\$500.00) Dollars has been paid by us into the Treasury of the Grand Lodge of the Brotherhood of Locomotive Firemen, as royalty upon the sale of GRAND CHIEF Cigars, of which due acknowledgment has been made by the Grand Lodge, and in consideration of which our cigars have been endorsed and are now recommended to all members of the Order who desire to smoke a first-class cigar and at the same time contribute to the general fund of the Grand Lodge. Members of the Order should bear in mind that the Brotherhood receives a royalty upon the sale of all Grand Chief Cigars, and hence the larger the sales the greater the royalty. Every member is, therefore, invited to interest himself in the sale of the above brand of cigars and thereby contribute to the financial standing of the Grand Lodge and the Brotherhood at large.

These two brands of Cigars have been presented and tested by both Brotherhoods, at their respective conventions at New York and Minneapolis, and have received their Endorsement and Approval on both occasions, and are Guaranteed by the manufacturers to be the best Cigars on the market. The manufacturers also guarantee to keep these two Brands up to their present Standard quality at all time to come, and by so doing, hope to receive the liberal patronage of the two Brotherhoods they are named after, and also their recommendations to their many friends who are in want of a GOOD CIGAR.

No Cigars are genuine unless each box has the photograph of P. M. Arthur or F. W. Arnold on the inside label and on the outside end of each box. Retail dealers should order from their nearest Wholesale Agent and if they refuse to get the cigars for them we will ship direct to the Retailer.

BRAVO & KEYES, Manufacturers,
BINGHAMPTON, N. Y.

LOOK HERE, FRIEND. Are you Sick?

Do you have pains about the chest and sides, and sometimes in the back? Do you feel dull and sleepy? Does your mouth have a bad taste, especially in the morning? Is there a sort of sticky slime collects about the teeth? Is your appetite poor? Is there a feeling like a heavy load on the stomach, sometimes a faint, all-gone sensation at the pit of the stomach, which food does not satisfy?

Are your eyes sunken? Do your hands and feet become cold and feel clammy? Have you a dry cough? Do you expectorate greenish colored matter? Are you hawking and spitting all or part of the time? Do you feel tired all the while? Are you nervous, irritable and gloomy? Do you have evil forebodings? Is there a giddiness, a sort of whirling sensation in the head when rising up suddenly? Do your bowels become costive? Is your skin dry and hot at times? Is your blood thick and stagnant? Are the whites of your eyes tinged with yellow? Is your urine scanty and high colored? Does it deposit a sediment after standing? Do you frequently spit up your food, sometimes with a sour taste and sometimes with a sweet? Is this frequently attended with palpitation of the heart? Has your vision become impaired? Are there spots before the eyes? Is there a feeling of great prostration and weakness? If you suffer from any of these symptoms, send me your name and I will send you, by mail,

One Bottle of Medicine FREE

Send your address on postal card to-day, as you may not see this notice again.

Address, naming this paper, Prof. HART, 212 E. 9th St., N. Y.



The James Means Shoes are exceedingly popular among railroad men. You may often hear them talking to each other about them, and boasting of how long they can make them last.

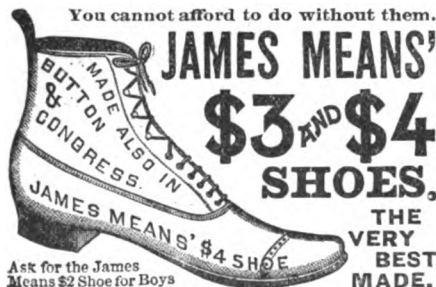
Ask your retailer for the
JAMES MEANS
※\$4+SHOE※
 OR THE
JAMES MEANS
※\$3+SHOE※

—According to Your Needs.—

CAUTION.—Positively none genuine unless our name and price appear plainly on the soles. Some dealers, in order to make larger profit, will recommend the inferior goods with which the market is flooded. **JAMES MEANS' \$4 SHOE** is light and stylish. It fits like a stocking and REQUIRES NO "BREAKING IN," being perfectly easy the first time it is worn.

It will satisfy the most fastidious as it is in every vital respect equal to the hand-sewed shoes

which have hitherto been re-tailed at \$7 and \$8



Ask for the James Means \$2 Shoe for Boys

A PAIR OF SHOES COSTING TEN DOLLARS is a good thing, but a pair of **James Means' \$4 Shoes** and six extra dollars in your pocket are better. These shoes are sold by wide-awake retailers in all parts of the country.



We have a large trade with the soldiers of the United States Regular Army. They certainly would not buy the James Means Shoes as largely as they do if they had not found them unsurpassed in merit.

JAMES MEANS' \$3 SHOE

Is the original \$3 Shoe, and is absolutely the only shoe of its price which has ever been placed extensively on the market in which durability is considered before mere outward appearance. These shoes are sold by the best retailers throughout the United States, and we will place them easily within your reach in any state or territory if you will send us a postal card, mentioning this magazine.



The Letter-carrier and the Policeman and the James Means Shoes just what they need. Their opinions are valuable, for they put their shoes to a most severe test.

James Means & Co

41 Lincoln Street,

—BOSTON, MASS.—



This Pedestrian is all ready for another tramp over the mountains. With a new pair of sole taps a cobbler can usually make an old pair of James Means \$3 Shoes just as good as new.

HOW HE WON.

William Beach, Hanlan's Conqueror, Tells How He Did It.

The recent exploit of Mr. William Beach, leaves no doubt that he is the handiest man in the world with the sculls. The ease with which he outwitted his opponent, the supposed invincible Ned Hanlan, shows that in form, stroke, and muscular development, adapted to sculling, he has no equal.

Although an Australian by virtue of residence, Beach was born in Surrey, England, in 1851, and removed with his parents to New South Wales in 1854. He was brought up to his father's trade, and, while toiling like a young Vulcan in the Smithy, unconsciously developed that magnificent physique which has since brought him world-wide distinction. When about twenty-three years of age, Beach commenced rowing on the Illwarra Lakes against local competitors, and from the outset kept winning until gradually handicapped out of all races. Following are his chief aquatic performances while in Australia:

December, 1880—Won Deeble's handicap, Woolloomooloo Bay.

January, 1881—Second Pyrmont Regatta, won by Pearce.

January, 1881—Second National Regatta, won by D. McDonald.

February, 1881—Beat N. McDonald, Paramatta river.

March 1881—Beat George Solomons.

May, 1881—Beat Charles Reynolds.

October, 1882—Second Punch Trophy, won by E. C. Laycock.

December, 1881—Beat T. Clifford, Paramatta river.

January, 1883—National Regatta, swamped, won by Messenger.

March, 1883—Nowhere, Grafton Regatta, won by D. McDonald.

March, 1883—Won Woolloomooloo Bay Regatta prize.

December 7—Won James Hunt's trophy, Parramatta river.

April 2, 1883—Beaten by E. Trickett, championship (first time.)

April 12, 1883—Beat E. Trickett, championship.

April 17, 1883—Beat E. Trickett, championship.

April 12, 1884—Beat E. Trickett, championship.

August 16, 1884—Beat E. Hanlan, championship world.

March 17, 1885—Beat T. Clifford, championship world.

March 27, 1885—Beat E. Hanlan, championship world.

December 19, 1885—Beat N. Matterson.

November 26, 1887—Beat E. Hanlan championship world.

Mr. Beach's system of training includes a run of two or three miles before breakfast, a walk of six or seven miles afterwards, and a pull over the course. After dinner comes another two mile walk and a second pull over the course, during which he rows himself right out, eases off, and then pulls again. A long walk concludes the day.

A man under such physical strain, even though he be a giant, must often feel the failure of his strength to his will, and, powerful though he be, it is not surprising that Mr. Beach candidly states that during his training, previous to meeting Edward Hanlan the second time for the world's championship, his trainer bought for him Warner's safe cure and he says: "I was agreeably astonished at the great benefit which followed its use." While in training he finds this the best possible aid to a command of all his natural powers, because it does not first goad and afterwards weaken the system, but acts in perfect harmony with nature's laws.

Mr. Beach's experience is confirmed by the experience of many thousands of athletes all over the world. Under the great physical strain they break down and die prematurely, because they have not been able to keep disease away from their kidneys and liver, whence most diseases originate. Mr. Beach recognizes this necessity, and has sagacity enough to use the only scientific specific for that purpose. He is not only the prestige of victory, but the prestige of a true scientific method of training and keeping up his wonderful physical condition. If he did not voluntarily give up the championship, it would no doubt be a long time before it was wrested from him.

The Following Circular Speaks for Itself. TO WATCH DEALERS.

OFFICE OF

ROBBINS & APPLETON,

104 State Street. CHICAGO.

Our attention having been called to the numerous complaints of watches becoming unreliable as time-keepers through *Magnetic* and *Electric* influences, and as the causes thereof increase with the introduction of *Electric Plants and Appliances*, some means of protection is necessary.

It has been demonstrated by experimental and practical tests that the

ANTI-MAGNETIC SHIELD

will protect a watch from the detrimental effects of *Magnetism*, and also has the effect of steadying its rate, thereby enabling all watches to produce a better average of time; we therefore recommend the *ANTI-MAGNETIC SHIELD* to all Dealers in *Waltham Watches*.

Some of the most imminent dangers which are destructive to the time-keeping qualities of a watch, and therefore should be provided against, in order to obtain the best results, are *Electric Railways*, *Dynamos*, *Electric Light Plants*, *Electric Motors*, *Magnetic Bells*, *The Application of Electricity in Medical Treatment*, *Electric Brakes on Railways*, *Locomotive Electric Headlights*, *Electric Lighting of Cars*, and other disturbing conditions, which are constantly arising when least expected.

MEN IN RAILROAD EMPLOY, where the most accurate time is required, and where the disturbing influences mentioned above are most seriously felt and aggravated by the peculiar condition of *Railway Service*, should exercise *wisdom*, and have their watches protected by the *Anti-Magnetic Shield*.

Yours Respectfully,

By ROBBINS & APPLETON, General Agents.

AMERICAN WALTHAM WATCH CO.

Anti-Magnetic Shield Cases for sale by all Dealers.

Messrs. Giles, Bro. & Co.

GENTLEMEN:—I am acquainted with the merits of the *GILES ANTI-MAGNETIC SHIELD* for watches, and believe it is a very valuable invention for protection of pocket time-pieces, and very desirable for railway service,

Yours Truly,
(Signed,)

P. M. ARTHUR, G. C. E.
T. S. INGRAHAM, F. G. E.
H. C. HAYS, F. G. A. E.

CLEVELAND, OHIO, July 22, 1887.

WE WILL SEND TO ANYONE

SENDING HIS ADDRESS



KEYSTONE SPLASHER.

The KEYSTONE CASE OPENER is nice and convenient to open your watch with.

The Splasher is something desirable for railroad men and others using lanterns, and the Case Opener will save your nails and temper when opening your watch case.

The Splasher is good, the Case opener is good, and the

A KEYSTONE SPLASHER

AND A

KEYSTONE Case Opener



Keystone Case Opener.

The Splasher is a little brass plate to be put over the wick tube of a lantern to prevent the oil from splashing out over the glass globe.

KEYSTONE WATCH CASES

Are the best and most elegant in the market, from the solid gold case bearing this trade mark



Down through the **JAS. BOSS**, 14 K. Filled Gold; **STAR**, 10 K. Filled Gold; **KEYSTONE**, Solid Silver; **LEADER**, Silver with Albata Cap; to the **SILVER-OID**, a white metal case with (imitation) gold joints.

KEYSTONE WATCH CASE COMPANY,

Nineteenth and Brown Streets.

PHILADELPHIA, PENNA.

THE OLDEST AND LARGEST FACTORY IN THE WORLD. ESTABLISHED IN 1853.

LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XII.

MAY, 1888.

No. 5.

THE FREE-FOR-ALL RACE.

The following poem, from the pen of W. D. Robinson, Sr., the founder of the B. of L. E., and the first Grand Chief of that Brotherhood, is not only charming in its rhythmical flow, but possesses, in a large degree, the prime essentials of poetry and also embodies philosophic wisdom which gives it special value. The production is replete with gems of thought, and to those whose ears are attuned to melody, the poem entitled "The Free-For-All Race," will be esteemed a treasure.

"For the Angel of Death spread His wings on the blast,
And breathed in the face of the foe as He passed."—*Byron.*

'Twas the "Every Day Club" at its every day
"meet,"

And the day wore an every day look;
The riders were eager, their steeds looked so fleet,
The course all in order, the entries complete
As marked in the manager's book.
The breast of each one with emotion did swell,
As the cheers of the multitude rose and fell.

A voice was soon heard, as it were far away;
Yet clear as a trumpet's loud call—
"Take heed to my warning, make haste, clear
the way,
Now comes the great race on our programme to-
day.

'Tis the regular free-for-all.
When the signal you hear—the twang of a bow,
Let each one be mounted and ready and go."

The first to present was a sturdy, brave youth,
With a smile on his bright, comely face;
He called his steed "Love," and he thought of a
truth,

A winner he surely must be, as forsooth,
Could another steed show such a pace?
And he bowed to the judge with an air which
would say,
"In this great free-for-all, I'm the victor to-day."

So in turn came a hero of forty odd years,
Of firm and contemplative air;
His steed was "True Courage," and he had no
fears
He should e'er be the object of scoffs or of jeers,
So long as they dealt with him fair.
For old "Courage" would win, as he always had
won;
And he'd show 'em 'twas true, when this last
race was done.

And next was a veteran of three score and ten,
With hands all unsteady and thin;
Borne onward by "Hope," again and again,
He'd fairly outridden much stronger young men.
And surely, once more he must win.
"Hope" to him was the same as at manhood's
first dawn—
As strong as the lion and fleet as the fawn.

Thus on through the entries, there was fully a
score,
And each was so sure of success,
They hugged to their bosoms the day-dreams of
yore
And builded their castles as high as before.

With no thought of defeat or distress.
So expectancy's cup, with its long promised
draught,
Is oft pressed to the lip—yet how seldom 'tis
quaffed.

New a horseman, whose steed showed an indo-
lent pace,

Rode carelessly up the stand.
"I am here to contest in this free-for-all race,
Have the goodness at once to assign me a place,
I belong to the 'Every Day Band.'"
His visor was raised, as he ceased thus to speak,
O'er a lustreless eye and a colorless cheek.

"Your name and your steed"—"My charger is
Time,

No matter how mortals name me;
All that's known is oft told in a funeral chime;
A problem unsolved, a mystery sublime,
And a secret I ever shall be.
But haste, give the signal, let's up and away,
Ere the shadows of night take the place of the
day."

"But list' for one moment," he raised his mailed
hand,

"To-day I am champion here;
Proclaim it aloud through all the wide land,
Myself and my steed, pray who can withstand?"
And he bowed as a brave cavalier.

"'Tis an every day deed I am doing alway;
Love, courage and hope, must be vanquished to-
day."

And his lip wore a merciless sneer.

The derisive, loud cheers for the horseman so
pale,

And his steed with the noiseless tread,
Which were borne afar on the evening gale.
Were soon to be changed for the pitiful wail
Of a helpless grief for the dead.
Even now the dark shadow was over their path.
And the icy breath of the spoilers' wrath
Was tingling their laughter with dread.

The signal was given—the field was away:
The struggle was furious and fast;
The struggle of life and of every day,
For out of this race no mortal can stay,
And death conquers all at the last.
So the tumult of life and the funeral pall
With the Every Day Club and its great free-for-all,
In this likeness familiar is cast.

—W. D. Robinson in *B. of L. E. Journal* for March.

Locomotive Firemen's Magazine

A MONTHLY MAGAZINE devoted to the interests
of LOCOMOTIVE ENGINEMEN.

TERMS—ONE DOLLAR PER YEAR, IN ADVANCE.

EUGENE V. DEBS, *Editor and Manager*

MAY, 1888.

THE GREAT STRIKE.

In the April *Magazine*, we had an article captioned "The C., B. & Q. Strike," which we designated as the "Great Strike." In closing the article we said:

As we write the strike is still on, and no one can predict final results, but we deem it prudent to say that the loyalty of the men to honest conviction, demands the highest praise. Prudent, conservative and anxious to work they realized that the officials of the C., B. & Q. were studiously and steadfastly denying them honest pay for honest work—belittling them as compared with employes on other roads and denying them consideration when their grievances were set forth in a way demanding prompt and patient consideration. Under such circumstances the men behaved like veterans under fire. Their rights and their manhood were at stake, and they would yield nothing that could, by any possible construction, be regarded as conceding what was justly their due—and whatever may be the final result, the men will have maintained their integrity and will have demonstrated that their courage was equal to their convictions.

More than a month has elapsed since the strike was inaugurated. It is still on, nor are there any indications of its immediate termination. On the contrary, the strike is daily developing new phases and is steadily extending to other roads.

Manifestly, we were not mistaken in referring to the strike as "the great strike;" such is to be its position in the history of the labor troubles of the times, and it is eminently becoming and important that working men shall fully understand the strike from inception to triumph or defeat. And here, let it be said that the locomotive engineers and firemen originally involved in the strike have at no time underestimated the gravity of the situation. They knew their grievances

were just and upon general principles they had a right to believe that the officials of the C., B. & Q. would deal justly by them. In a manly way they presented their grievances. They had patiently borne the wrongs complained of for years. They were competent and faithful men. They had proven themselves worthy of the confidence of their employer. They believed their grievances well founded in fact, and their demands just. In presenting their grievances, and in demanding remedies, there was no precipitation. Every move was the result of calculating deliberation. Repulse did not dishearten them. They made concessions and exhausted expedients, and struck only, when every consideration of right, justice, honor and manhood, impelled them to take the step.

Such reflections may be deemed unnecessary, but they are bed-rock facts in the history of the strike and should be vivid in the mind of every engineer and fireman in the country. There must be no question relating to the absolute justice of the strike. If the men who went out, were wrong, if their grievances were unworthy of consideration, equivalent to no grievance at all, no amount of writing can make the strike anything but a stupendous mistake, but, if the grievances were well founded, if the demands of the men were just and equitable, then the strike dignifies the men who are engaged in it, and the more stubborn their resistance of wrong, the more defiant their attitude, and the greater their sacrifices in the cause of right, the more they expand to the full stature of men and citizens, and the more they are entitled to the sympathy and support of the Brotherhoods, whose principles they maintain.

It is a fact worthy of note and reflection that the press, as a general proposition, has antagonized the rights and interests of the engineers and firemen, while it has championed the course pursued by the officials of the C., B. & Q. This is not a surprise, since, on all occasions the press takes

the side of the corporation when labor complains of injustice. There are honorable exceptions, but the rule is as we have stated it, and hence we have heard through the press from the very first that the C., B. & Q. had won the fight, and that business on their system was proceeding smoothly, that trains were running regularly and that the places of the strikers had been filled, and thus on to the end of the chapter of statements totally devoid of truth, sent broadcast over the country to poison the public mind against the men and to aid the corporation to perfect its nefarious policy of injustice to men, the length and breadth, the height and depth of whose offending was the demand for a fair day's wages for a fair day's work.

But there is a phase of this press championship of the corporation, and this disgraceful antagonism of working men, which defies exaggeration. The position taken by the press is scarcely less than criminal. It would have the public believe that the men who have taken the places of the strikers, on the C., B. & Q., are competent and trustworthy, when the statement is known to be notoriously false—the C., B. & Q. having been driven to the direct extremity to obtain men at all, and having accepted the services of engineers notoriously unqualified, have placed the traveling public in peril by the employment of such characters.

It is well known that the C. B. & Q. system has paid already a terrible penalty in the loss of business and the wreckage of rolling stock for its flagrant injustice to its former employes. Its interests in every department have suffered. Its stock is without market value, and its earnings are not sufficient to pay expenses. It is to-day a financial wreck, and its chief officials have been placed upon record in court proceedings, showing them to be capable of business methods characteristic of freebooters.

The arraignment of the C., B. & Q. by the General Manager of the Rock Island road, Mr. E. St. John, has

exposed the knavish schemes of its officials, and placed upon record the fact that they favored a strike to obscure a conspiracy, the purpose of which was, not only to injure competing lines, but to oppress and defraud their employes.

Nothing could be more preposterous than to assert the triumph of the C., B. & Q. It has not been at any time, since the engineers and firemen left its service, more demoralized than at present. It is losing money by the millions. Its officials are losing character and credit. In their frantic efforts to maintain a semblance of business, they are forced to resort to deception and falsehood. Their engines are being wrecked, their traffic has fallen off, their cars are side tracked, and ruin stares them in the face.

To add to the embarrassments of the C., B. & Q., the switchmen, whose labors, always arduous and dangerous, are made indefinitely more perilous, by incompetent engineers, refused to continue in its employment. They refused to work for a corporation which had less regard for the safety of its men than it exhibited for the security of mules, and they demanded that competent men should be employed, thereby reducing the chances of death and mutilation. The officials of the C., B. & Q. in refusing the reasonable request of their switchmen, evinced a heartless brutality strictly in consonance with their treatment of engineers and firemen.

As we write the strike is still on. It is as vigorous and as defiant as on the 27th day of February, when it began, notwithstanding the vapid declarations of a subsidized press, that the engineers and firemen have been vanquished.

We are not unmindful of the strength of corporations, nor of the fact that the wrong has all too often triumphed over the right, and it may be that in the struggle with the C., B. & Q., in alliance with other powerful corporations and aided by the influence of a venal press, working men will be required to retire from the contest,

to nurse their misfortunes with such philosophical composure as they can command; but that time has not yet come—nor is it, we conjecture in the near future. In the desperate game the C., B. & Q. has chosen to play, it does not hold all the winning cards. In the battle now being waged it does not command all the strategic positions. The edict has gone forth that C., B. & Q. cars must be isolated. The system is to be hedged about by a power which, when fully exerted, will leave it alone in its moral and financial ruin. Even now, the system so strong and arrogant that was unmindful of the penalties which sooner or later overtake prosperity based upon perfidy, is reading the handwriting of the skeleton finger of fate on the walls of its depots and the dead walls along its lines. It is now, like the boy passing the grave yard, whistling to keep up its courage. Its language is that of bravado, and while a parasitic press proclaims victory for the road, the facts show that decay and demoralization have seized upon its business and property and that death is inevitable if it does not speedily change its policy.

On the other hand, the engineers and firemen, convinced of the righteousness of their cause, were never more confident. From Canada to Mexico, from the Pine Tree state to the Golden Gate, from the inland seas to the gulf, from ocean to ocean, fifty thousand Brotherhood men, are pledged by considerations radiant with love and truth, honor and manhood, to stand by their brethren, comrades of their mystic fraternities, to work for them and to make sacrifices for them, because by so doing they are dignifying labor and magnifying justice.

It may be, indeed it is probable that the strike will spread. Who will be responsible? The engineers and firemen stand before the world saying to an arrogant corporation "pay us fair wages—and to determine what is fair wages, let there be arbitration, and we will abide the issue." Such is self-

evidently fair, honorable and just to all parties. Heaven could offer nothing more in consonance with uprightness. Why is it that the press does not see the righteousness of such a demand! Why is it that other corporations whose interests are involved, do not say to the C., B. & Q., "be just." To do an act of simple justice to men, citizens, not serfs, would settle the trouble in an hour. To withhold this act of justice is replete with peril—and the responsibility, by a decree which will be irrevocable, will rest upon those who prefer ruin to the reign of right.

Other brotherhoods of working men, besides engineers and firemen, are coming to the rescue. They see that the strike involves a principle vital to their own welfare as men and brotherhoods—and in this voluntary federation for the good of all, there is moral grandeur that defies hyperbole.

We profess no powers of prophecy; we are not the student of vagaries, but we have a right to discuss the signs of the times; we have a right to anticipate coming events, and exercising this right, we indulge the conviction that the strikers will win the fight, and at any rate whatever may be the outcome, we realize that the Brotherhoods, whatever may be lost or won, will never have cause for reproach that they put forth their strength in a cause which not only involved their own welfare, but the best interests of society.

MR. HENRY S. IVES, the young Napoleon of finance, is undoubtedly the slickest young man alive on any continent. He took possession of \$20,000,000 of other people's property, used what he wanted, but always kept "well within the law." Mr. Ives was arrested for stealing \$100,000, gave \$25,000 bail, and proved to the satisfaction of the court that the transaction was on the square, and walked out a free man. He got the \$100,000, but he did it according to law. He paid men to hunt law for him and they found it.

THE POLICY OF THE O. R. C.

In writing of the policy of the Order of Railway Conductors, we are animated by a desire to place prominently before the readers of the *Magazine*, such reflections based upon facts, as will result in a broader comprehension of the relations existing between railroad employers and railroad employés. That we write of the policy of the O. R. C., is because papers of late date, contain extracts from reports purporting to be the official utterances of Mr. Calvin S. Wheaton, Grand Chief Conductor, and Mr. William P. Daniels, Grand Secretary and Treasurer of the Order.

These official documents contain declarations and expressions, the objectional character of which we are not required to magnify, to obtain for them a careful perusal by railroad employés who are not members of the O. R. C., and this perusal, will, we think, be accorded all the more certainly, because the documents referred to, indicate a total lack of sympathy on the part of the writers for all railroad employés who are not members of the O. R. C.

In our readings, associations and experience, we fail to recall any fact in the history of conductors, in any-wise calculated to lift them to such sublime altitudes, that they cannot, without soiling their clothes, fraternize and sympathize with other railroad employés. We have failed to discover any good reason why Messrs. Wheaton and Daniels should, in making their official reports to the Order, secretly forward them to railroad managers in advance, unless it be, as has been suggested, to gain some consideration in the eyes of railroad managers, by playing the role of abject sycophants, than which there is nothing more repulsive in the estimation of all honorable men. We reproduce from a paper at hand, the following extracts from Grand Chief Conductor Wheaton's utterances that our readers may at their leisure bestow upon them merited comment, and that we may

have unquestioned foundation for such criticisms as we shall deem prudent. Grand Chief Conductor Wheaton, in referring to the strike on the C., B. & Q. system, says:

The "Q" company have all the engineers they want, and they are all old, experienced men. They are doing good work, and as soon as they learn the road they will do as good work as those who have just left the service. There has not been an engine burned by these men, nor an accident happened, although the press is full of such reports. They are nearly all men with families, and have come here to stay, and are now looking around for houses to rent, so as to be able to move their families here. They cannot be bought off; the C., B. & Q. officers are satisfied with and intend to keep them. Any engineers, formerly in the service, who report for work, should the company see fit to re-employ them, must take places behind all those now in the employ of the company, and be considered new or extra men, no concession will be granted them, and few, if any, will ever be taken back.

It is notorious that the statements volunteered by Mr. Wheaton, in the interest of the "Q," are without foundation in fact, and this must have been known to Mr. Wheaton when he made them. The "Q" has not all the engineers it wants, nor are those it has in any sense competent or reliable. On the contrary, they are known to be incompetent, deficient in every quality of head and heart, required for the responsible position of engineers. They have been hunted up from the degraded haunts of idleness and vagabondage, and put in charge of locomotives, in flagrant disregard of every consideration of propriety, and it is such facts that make the "circular," or report, of Mr. Wheaton, a calculatingly devised mass of untruths, and the managers of the "Q" system, unless irredeemably depraved, cannot but regard such statements as a fawning overture on the part of Chief Wheaton for recognition which hitherto has been denied. The real animus of Mr. Wheaton's "circular," or report, is found in the following extract, in which will be discovered in combination, an exhibition of selfishness and jealousy, characteristic only of men who are born parasites, ready at any time to disrobe themselves of the prerogatives of manhood if thereby they

can advance in any degree their own selfish ends. Chief Wheaton says:

We can assure you that the Order of Railway Conductors have made a great record for faithfulness and loyalty to principle by its members, among railway officers. To say that we are surprised at the feelings expressed by some members of the Order, in other parts of the country, who appear to sympathize with the engineers in this trouble, is but placing it mildly. This is not a fight between capital and labor, but one between right and wrong, as all know that the engineers are the best paid class of men on the railroad, and they are to-day receiving pay that is justly due the conductor. The public have been educated that they were the responsible person on the train, and the conductor merely a figurehead, while we know that modern appliances are being placed upon our engines that greatly reduce the need of unusual skill that may have been required, in days gone by, to handle this machine, while the conductor's duties are continually growing more arduous and complicated. The engineer has no interests that are identical with ours. They court our friendship to enable them to secure the transportation of their members with us, and to show their feelings, as a class, we insert a portion of a resolution adopted by them at a union meeting held in Kansas City, recently, and which we believe fully expresses their sentiments that "the difference between a scab engineer and a conductor who pilots him over the road is so small that a microscope is not strong enough to find it, and after this matter is settled we will refuse to pull a train that is handled by an O. R. C. conductor."

In the foregoing is seen a purpose to promote the interests of conductors by assailing the character, skill and responsibilities of engineers, and the strange announcement is made that engineers are overpaid, and that the excess of payments over earnings, is taken from the pay of conductors, the idea being that the pay of engineers should be reduced and that of conductors advanced.

Now it may be, and doubtless is true, that conductors are not paid as much as they are entitled to, and the reason for this injustice is, we think, easily found. In every effort made on the part of railroad employes to secure fair wages, the Order of Railway Conductors take the side of the railroad officials and antagonize the employes, which Mr. Wheaton calls "faithfulness and loyalty to principle," but according to Mr. Wheaton's statement, so far, this "loyalty to principle" has not re-

sulted satisfactorily in the way of pay, and it is not surprising, as Mr. Wheaton states, that "some members of the order, appear to sympathize with the engineers," an intimation that there are conductors who believe that the way to obtain justice at the hands of railroad corporations, is not that which is pursued by Mr. Wheaton. When engineers, firemen, switchmen, or brakemen, demand higher wages, it is supremely unbecoming on the part of conductors to take their places for the purpose of aiding the roads in their efforts to defeat the demands of their underpaid employes, and, as a general proposition, officials, while willing and eager to accept such services, regard those who perform them, as men quite incapable of that sort of self-assertion, without which, in this age, a man becomes a mere appendage, and wanting in those traits of character which are conspicuous in other men who know their rights and dare demand and defend them.

The purpose of Mr. Daniels, the Grand Secretary of the O. R. C., in his report sent out to managers of railroads in advance, was to inform these magnates "in order that the position of the Order in regard to labor troubles and strikes in general, and the strikes of engineers in particular, shall be fully understood." It was scarcely necessary. Railroad managers and railroad employes are fully posted in regard to the position occupied by the O. R. C.

Mr. Daniels tells the railroad managers that the position taken by the O. R. C. is not owing to any "love for railway companies." He tells the managers that conductors realize that injustice has been done them, and that this is all the more grievous considering the "loyalty of conductors to corporations in time of trouble." This loyalty is not the result of any "philanthropic feeling" toward railway companies, but to keep other railway employes from obtaining fair wages, because such a course would place it out of the power of railway companies to give to "conductors the recognition and remuneration they

believe they are entitled to." There may be a lower plane of selfishness than that which Mr. Daniels outlines and sends to railway managers for their approval, but it will be difficult to find, and it is not surprising that there are a large number of members of the O. R. C. who have discovered the inherent viciousness of a policy which, while it does not secure justice for those who practice it, is well calculated to injure others who are striving to obtain fair wages. Mr. Daniels says a majority of the membership of the O. R. C. favor the policy of fealty to the corporations and the resistance of all other employes who seek to improve their condition by obtaining fair wages, but, he says, a minority that has been steadily increasing for the past five years, are weary of waiting and in favor of changing the entire plan of the association in the hope of present gain and regardless of ultimate results, and he adds, with a threat to railway managers, if certain things are not done, that within the next five years this *minority* of the membership will have control of the O. R. C. and change its policy. In that event the O. R. C. would at once be entitled to the respect of all classes of railway employes. It would cease to be a fawning, cringing, abject organization, at the feet of railway managers. It would dismiss its real or fancied causes of complaint against locomotive engineers, and dismissing its present fawning chief and bringing a man of broad and liberal views to the front, would be accorded its rightful place in the family of railroad fraternities. The "minority," of whom Mr. Daniels speaks, are even now in full accord with the spirit of the times. They are evidently bold and aggressive men who believe that all classes of railroad employes are underpaid, and that the right way to proceed is to demand justice at the hands of railway corporations, and manfully contend for the right.

Mr. Daniels intimates to the railway managers that a suggestion has re-

cently been made relating to a federation of all the railroad fraternities. He tells the managers that "such an alliance is being widely advocated by all other classes of men employed in their service and by some conductors; the more intelligent of the conductors look to the future and wish no such an alliance with other organizations, but if conductors are made to feel that the opinion given to them in so many words by one railway officer, that "the engineers, firemen and brakemen must be taken care of or they will strike, but we are not afraid of you because you can't strike," is general, such alliance will come as certain as death, despite the present majority. Mr. Daniels' idea, evidently, is that the railway managers, to keep the O. R. C. out of the alliance, will at once advance the wages of conductors. Such childish confidence may be beautiful but it will not pan out to the advantage of the conductors. But such a federation as Mr. Daniels speaks of is one of the certainties of the near future, and the sooner it comes the better.

It is no part of our business to defend locomotive engineers from the attacks made by the conductors, the engineers are eminently able to take care of themselves, and according to Grand Chief Arthur, the charges made by Messrs. Wheaton and Daniels are beneath contempt.

In writing this article we have no desire, even were it within our power, to dwarf the O. R. C., and we are glad to know that there is a large minority of its membership whose views, manifestly, coincide with ours upon labor questions, and we hail with special pleasure the probability that the minority will at no distant day expand to the majority, and this done we are satisfied that when switchmen or brakemen strike, conductors will not as in the past on two notable occasions take their places for the purpose of defeating just demands. According to our view of such matters when a conductor takes the place of another man who is seeking to obtain fair pay he is

wanting in those essentials of manhood universally recognized among honorable men.

In every instance when a strike occurs there is a reason for it, and when it is found that the reason is sound and that the cause of the employé is just, the men are entitled to the support of society, and above all things, they should have the support of working men who are dependent upon their daily wages for support.

The C., B. & Q. strike will end in the victory or the defeat of the engineers and firemen, but whatever may be the result, the lesson learned will not be forgotten—and as he who laughs last laughs best, if defeat should be the verdict, there will come a time, when strike and victory will be synonymous terms.

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THE OLIVE BRANCH.

The *Magazine* has a record upon labor topics, the contemplation of which is fruitful of felicitations. It has been from the first and always, a *Firemen's Magazine*, an organ of the B. of L. F. seeking, with such ability as it could command, the prosperity and usefulness of the Brotherhood. But while engaged in this work it has not been unmindful of the fact that other organizations of wage men were in the field, strong, morally, intellectually and financially, animated by high ambitions and putting forth their energies to achieve success.

It goes without saying, that locomotive firemen being men of the rail, we have been led to contemplate with a warmer fraternal regard such organizations of wage workers as were identified with railroading, than others connected with the various industrial enterprises of the country. Nevertheless, the *Magazine* has not failed on all proper occasions to magnify the dignity of labor, and to display the olive branch of peace, and good will, which must exist, if laboring men ever achieve a triumph over injustice and advance to the position of influence in human affairs which we believe is

their God-ordained destiny in the world.

We do not think it requires a labored argument to demonstrate conclusively, the fact, that the press of the country has sought studiously the estrangement of labor organizations from one another. It may not be well to say that the press has been directly subsidized by corporations, that it has been bought for so much "spot cash" to do their bidding, but it is, nevertheless, true that when labor has sought to resist the tyranny of corporate wealth, the press, as a general proposition, has been found in close alliance with such corporations, and that labor has all too often been compelled to bow beneath its crushing power.

This opposition of the press has assumed in the past a variety of forms, but it has always had one supreme object in view, and that has been the defeat of the federation of working men, when they have sought to improve their condition by obtaining an advance in their wages. Knowing that unity meant success, immediately or remotely, the press has sought to encourage antagonisms between labor organizations, while it has advocated unification of corporate power. The press has seen, as all intelligent men have seen, that should labor organizations federate for self-protection, victory would inevitably crown their laudable efforts.

The supreme demand of the times, on the part of railroad employers, is the enthronement of sentiments symbolized by the olive branch. In the first place, the demand is the recognition of an identity of interests when the question of wages is up for debate. It is a leveling-up question. Not that all should receive the same wages, but that all shall receive fair wages; that injustice shall not be practiced by employers.

In this connection we do not hesitate to refer to the great C., B. & Q. strike. In this controversy the engineers and firemen had just cause for complaint. Notwithstanding the railroad officials, aided by the press, sought

to mystify the questions at issue, and every fact was tortured to represent a falsehood, still intelligent workingmen outside of the two Brotherhoods immediately involved, saw distinctly that the engineers and firemen were engaged in a hand to hand struggle, with one of the most powerful corporations in the country. They saw at once that every other railroad corporation was in sympathy with the C., B. & Q., and disposed to aid it in striking down the rights of its engineers and firemen. It is in many of its aspects the most notable strike that has ever occurred in the country, and is, we think, whatever may be the final issue, destined to exert a most beneficial influence upon the future action of labor organizations, particularly those which are connected with railroading, because, it will serve to sharply define the intimate relations existing between them, when the question of wages is involved.

And here we are led to notice the fact that the powerful organization known as the Knights of Labor, speaking through its chief officer, T. V. Powderly, promptly displayed the olive branch, and voiced sentiments of sympathy, fellowship and cooperation worthy of knighthood in its most chivalric days. He recognized the fact that locomotive engineers and firemen were struggling with a common enemy, corporate wealth, grown arrogant and tyrannical, and he at once buried the past with all its mistakes and infelicities, errors of head or heart, and proclaimed that no worthy Knight could fill the place of a striking engineer or fireman. Grand shibboleth words that are to take root, grow and flourish until labor wins a final triumph over all opposition to the fundamental fact that labor is entitled to its equitable share of the wealth it creates. And other prominent leaders of the Knights, representing local assemblies throughout the country, tendered the Brotherhood sympathy and aid, but more particularly was this knightly generosity displayed by prominent leaders of the Knights in

Chicago, the seat of war. They could scarcely have evinced more active sympathy had the strike been their own, and they proffered aid and cooperation in a spirit of such kindness as betokened their full appreciation of all the interests involved, and which gave assurance that in the future mutual interests will be considered when working men contend for their rights.

Nor were the Knights of Labor alone in displaying the olive branch. The great organizations of Switchmen and Brakemen, profoundly sympathized with the engineers and firemen from the first. They were quick to recognize the merits of the strike, and comprehended the issues which it involved. Taking all these things into consideration we recognize the fact that in the near future, employes are to be consulted when wages are up for discussion and decision. In such matters, the interest of one will be the interest of all. And since fair wages for a fair day's work is a proposition which must meet with general approval, we do not hesitate to affirm our faith in the complete and abiding triumph of wage men, and that the "olive branch" is to be emblazoned on all the banners of all the wage workers of the country. In the battles of the future, a working man struggling for his rights, will not be required to contend against corporations and working men in alliance, and when working men comprehend that a victory won for one, is a victory won for all, the era of justice will have dawned, and thenceforward strikes will cease, because arbitration will have been enthroned and peace and prosperity assured.

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ONE enterprising gentleman thinks the time is not distant when an engineer will be able to fire his engine. When the Keely Motor "vibratory sympathy," takes the place of steam, neither engineer nor firemen will be required to run trains.

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Locomotive firemen are the future locomotive engineers of the country.

TECHNICAL EDUCATION.

We have on our table the report of Dr. W. T. Barnard to the President of the Baltimore & Ohio Railroad Company, upon "technical education in industrial pursuits." The report, with an appendix, makes a volume of more than two hundred pages, and the author discusses the subject with such well-sustained clearness and force that the reader is instructed and convinced at the same time. The report relates especially to technical education in its relation to railway service.

No one, we think, can even casually read the report of Dr. Barnard without realizing the entire dependence of capital upon labor. The thoroughly educated working man becomes a power in all the practical affairs of life in which great corporations are engaged, a fact which all the industrial enterprises readily acknowledge, and that this power may reach its utmost limit of usefulness, is the commendable purpose of all technical, polytechnical and technological schools. The writer says: "At the threshold of an inquiry into the status of technical education at the present day, the investigator will be astonished no less at the magnitude of the subject than at the revolution it has caused in the trade relations between competing sections of the same, and between different countries; always in favor of those utilizing its efficient aid. One has only to peruse, in the leading English and Continental newspapers and periodicals, the legislative debates, governmental, municipal and trade reports and editorials on this subject, constantly published, to realize the overshadowing importance which, in Europe, is now attached to technical instruction, not only by manufacturing and commercial interests directly affected by it, but perhaps to a greater degree by the foremost statesmen and political economists of the day." Here we have the intelligent testimony that throughout all Europe the importance of workingmen is admitted; an importance so great and overshadowing that the very existence of

the state depends upon them, and to make the workingmen still more valuable to the state, technical schools are established in all European countries, and where workingmen have the most education, the most skill, there is the greatest measure of national strength and wealth. Such facts have influenced the great Baltimore & Ohio Railroad Company to establish and maintain in the city of Baltimore a technical school for the education of apprentices who are eventually to take a prominent part in operating that great and valuable property.

It is scarcely necessary for us to say in this connection, that the *Firemen's Magazine* is fully committed to the advocacy of all measures whereby railroad employes may reach the highest possible efficiency, nor do we hesitate to say, were it possible, we should like to see every locomotive fireman thoroughly equipped by education to master every question, which by any possibility might confront him in his chosen calling, which necessarily includes his advancement to the position of engineer. To aid in this matter somewhat was the reason for setting apart in the *Magazine* a portion of its space for a Mechanical Department, and it is most gratifying to say that the department is steadily growing in favor with the members of the Brotherhood. And there is manifestly a growing interest on the part of locomotive firemen to understand every why and wherefore of the locomotive. It is a most cheering sign of the times that while every fireman can not be a graduate of a polytechnic school, he can by the expenditure of a small amount of money be in possession of books which will aid him in his investigations and add indefinitely to his technical knowledge. And if with such aid as he can command in the way of books and opportunities for investigation, a portion of the leisure at the command of every fireman, is utilized for study, the day is not distant when locomotive firemen and engineers will constitute a class of men whose technical knowledge will

command the admiration of the country. It is not within the scope of this article to do more than to call the attention of our readers to the vast importance of technical education—that it is now the most important of all educations. The few can furnish all the Latin, Greek, Hebrew, Sanscrit, etc., that the world is likely to want—the few can do all the preaching required, the few can do the doctoring and law wrangling for the millions, but a mighty army is required to carry forward the industries of the world, and these demand knowledge and skill—and the demand is never to decrease—on the contrary it is to increase indefinitely and continuously. We do not apprehend the time is ever to come when common labor is to disappear, but we do anticipate the time when common labor will no longer be regarded as degrading. At any rate, the proposition now is for working men to improve their condition financially, by seeking technical knowledge, which coming to the aid of the hand puts additional dollars in the pocket without adding to the hours of toil.

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SOUTH AFRICA has 1,774 miles of railroad in operation. The commencement of the first railroad in South Africa was in the year 1859. In 1880 961 miles were completed. Work goes steadily forward. One road, from Capetown to Kimberly, is 648 miles in length, and is to be extended 485 miles northward, giving a continuous line of 1,133 miles. The country through which this line will pass is rich in gold and diamonds, but in other respects is not specially desirable.

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THERE is precious little chance for a railroad employé to recover damages for disability or death on a railroad, since in nearly every instance the "co-employé" law comes to the rescue of the railroads.

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THE Argentine Republic has authorized the expenditure of \$350,000,000 to build railroads. That looks like business.

PAUL MORTON.

We think it would be more in accord with some of the scientific aspects of our subject to say Poll Morton, the universal pseudonym for parrot. Poll, or more tenderly, "poor Poll," (we refer to the bird) is not a born liar, any proficiency in that regard being acquired. It would be gratifying if those who knew "poor Poll" Morton could say that much for him. It is written of some men who have music in their souls but who can't sing, that they die with all their music in them. "Poll" Morton, G. P. and T. A. of the C., B. & Q., were he required to retain within the cavities of his corporosity all the lies, that by some mysterious process multiply *ad infinitum*, and fate decrees that he should die with the entire brood in him, His Royal Cloven-footed, Forked-tailed Highness would tender Poll an ovation upon his arrival, and all the liars, from first to last, old settlers and raw recruits, all the liars in the devil's torrid dominion would shout:

"We have looked for you, Poll,
Every one of us knew
That the champion liar
Of the C. B. & Q.,
The G. P. and T. A.,
Of the C. B. & Q.,

Who, when he opened his mouth
Out a hundred lies flew;
Couldn't miss Hades, for the title he wore,
As understood by our philological class,
And as the devil himself repeatedly swore,
Means Grand Prevaricator and Trivial Ass.

Say, how did you come, Poll? By an underground cab?
And did you bring along with you a C. B. & Q. scab?

We've a place for your soul, Poll; a 2x3 cell,
The smallest that's made for the prisons of hell.
Down here, Poll, we have classification,
Something after the style of the C. B. & Q.,
Every liar's assigned to some particular station,
But just where to place such a liar as you
Has bothered the devil and the rest not a little,
Because we behold in you something that's new;

The combination of liar-lickspittle
Could only be furnished by the C. B. & Q."

With this welcoming address poor Poll Morton entered, metaphorically, upon his reward, where we leave him surrounded by congenial spirits. That he will continue to lie we have no doubt, and if the fiery lake should freeze four foot thick, poor Poll Morton, from sheer force of habit, would be found lying on the ice.

THE QUESTION OF POSITION.

We write of position not for the purpose of pointing out and of commenting upon distinctions, differences, but to show, on the contrary, that under certain circumstances, there are no distinctions nor differences to be mentioned or tolerated. The American idea is, that "all men are created equal," and it is strictly in consonance with the genius of American institutions, constitution and law, that equality shall be maintained intact, unless cloven down by criminal conduct. Sovereignty in the United States of America is inherent. The ballot symbolizes crown and sceptre, liberty and independence and all the rights and prerogatives of citizenship. Hence, one man with the ballot in his hand, is equal to any other man with the ballot in his hand. Positions are absolutely equal. It is doubtless true, that a great many hold the opinion that such declarations embody grave errors—that in no sense is one man, they can readily name, the equal of another man quite as promptly brought to view—and to strengthen the proposition, they are quick to offer testimony which they deem conclusive. We need have no controversy with such men. We readily comprehend what society esteems inequalities. We are not unmindful of the inequalities of education and of wealth, we have surveyed the field and know, to what extent wealth, social influences and official station has done and is doing for the favored few. We have not been unobservant of the strut and swagger of some, nor of the arrogance and lofty bearing of others, and yet, we maintain such things do not add anything to the sovereignty of those who play such fantastic tricks, nor create any inequality. Now, it must be said that while on the one hand, there are men who omit no opportunity to air their superciliousness, there are not a few forgetful of their manhood, who timidly acquiesce in this overbearing demeanor, willingly stand in their pres-

ence with bowed heads and with hat under their arms and consent to an outrage upon all the proprieties of American citizenship. They forget the triumphant philosophy of Burns:

"What tho' on hamely fare we dine,
Wear hoddin grey, and a' that;
Gi'e fools their silks, and knaves their wine,
A man's a man for a' that;
For a' that, and a' that,
Their tinsel show, and a' that,
The honest man, though e'er sae poor,
Is king o' men for a' that."

The demand is to exercise common sense, in estimating men. It is a quality of the mind of the highest possible value in human affairs. It is proof against mistakes. It estimates men, circumstances, conditions, positions and events at their proper value. It does not warrant the opinion that a railroad president has no more authority on the road than a fireman. It recognizes authority, it recognizes position and condition, but not in a way to detract the thousandth part of a grain from the dignity and independence of manhood. It so happens, frequently, that locomotive firemen have grievances. It has been true of the past, is the situation now, and it will be so in the future. Something goes wrong—a remedy is required. Why should the fireman exhibit timidity? Why should he hesitate to go to the General Manager of the road and state his case? There is no good reason why this should not be done—while there are a hundred reasons why it should be done, not only on the fireman's account, but for the good of the service. In doing this, distinctions, differences, positions, disappear. An honest employé meets an honest employer. A grievance is stated in a manly way, and the General Manager of the road, if he is the right man in the right place, will hear the fireman's grievance, consider it, act upon it, and think all the more of the man for his frankness. On such occasions there should be no intimation of inferiority or superiority. It is man to man. An honest man, stating an honest grievance, to an honest man. There should be neither timidity nor hesitancy on the part of the fireman, nor

arrogance on the part of the General Manager. It is a conference between two American citizens and should be characterized by plain, simple, dignified words. To this we think it is coming, because it luminously maps out a course in consonance with common sense, prudence and fair dealing, honest and equitable in the highest degree and necessarily mutually beneficial. Such a course improves the *morale* of the road and insures good work without the slightest sacrifice of any personal right or peril to any interest.

On March 28, 1886, the Legislature of New York enacted a railroad car heating law, to go into effect May 28, 1888, after which it will be unlawful for any steam railroad doing business in the State of New York to heat its passenger cars on other "than mixed trains by any stove or furnace kept inside the car or suspended therefrom, except it may be lawful in case of accident or other emergency to temporarily use such stoves or furnace with necessary fuel, provided that in cars which have been equipped with apparatus to heat with steam, hot water or hot air from the locomotive or from a special car, the present stove may be retained, to be used only when the car is standing still." The intention is to to put a stop, as far as possible, to roasting passengers, dead and alive, who go down in a wreck, the idea being that in such cases at least, it is not proper to "Whereas, It has pleased the Great Architect of the Universe to kill and cook our departed friend," etc., for however much it may "please" the "Grand Master of the Grand Lodge above" to kill people by railroad accidents, this thing of roasting them alive or dead, is just a little too grim to please heaven or earth. New York proposes to draw the line on that sort of a barbecue.

THE estimate now is that the United States have 151,000 miles of railroad, enough to girdle the world six times at the equator.

THE TWO CHIEFS.

It becomes a pleasant duty to write of P. M. Arthur, Grand Chief, and F. P. Sargent, Grand Master; not so much of the men as of the exacting duties and heavy responsibilities which devolve upon them by virtue of the positions they occupy, and by virtue of the constitutions and laws of the Brotherhoods of which they are the chief executive officers.

It may be said of these two officials, as it may indeed be said of other men clothed with high responsibilities, providing they are conscientious men, that their sense of obligation to men to whose suffrages they owe their elevation is of a character from which precious little unalloyed satisfaction can be derived. Their office makes them the cynosure of the multitudes. In a sense they cease to be private citizens. They are never fully able to lay off their official robes. They are ceaselessly in the harness and their acts are regarded as subjects for criticism, and all too often the greatest injustice is done; all the more grievous because circumstances are such that it must be borne in silence.

There are times, fortunately, when a man occupying the position of Chief of a Brotherhood finds his position agreeable. Things are in good shape. Peace and prosperity reign throughout the jurisdiction. Every letter received is cheering and the good ship, with a fair tide and favoring gales, needs but little attention, and everything invites to repose. On such occasions the pens and tongues of critics are still—and the chiefs are congratulated upon the favorable omens of the outlook.

Suddenly the scene changes. A storm is brewing. Clouds hang dark and threatening along the horizon. There is trouble ahead, and now comes the task of the chiefs. Wrongs are pointed out, grievances multiply. Every capability of the chief is taxed to the utmost. His duty is to investigate. His conscientiousness must be enthroned, his judgment exercised and

his opinions must be frankly expressed. Anything less than this at once and forever disqualifies him for his position. Without a mind of his own, playing parrot or chameleon to suit the occasion or to meet the whims of others, he at once sinks to the dead level of mediocrity and becomes the foot ball of the order. With such a chief it requires no seer to tell the fate of the order unless he is promptly removed.

When difficulties arise in the pathway of a brotherhood, the demand is for a leader. Brotherhoods anticipate the necessity and elect a chief. The chief in coming to the front has a right to demand the fidelity, the confidence and support of every man in the organization. It is an obligation which goes to the foundation of things, anything less is rebellion. If a captain cannot have the fullest coöperation of his sailors in a storm, wreck is inevitable. Certainly on such occasions the "interest of one is the interest of all." If a general cannot command his men in time of battle, his command at other times becomes a meaningless sham, and when brotherhoods are in trouble, when great interests are at stake, when the supreme demand is to fight the foe without, there should be unity, trust, faith and confidence within, and if there is not, demoralization will take the place of order.

It follows logically, we think, that the chiefs of the two Brotherhoods, some of whose members are in the grasp of the C., B. & Q. corporation, should have the unqualified support of the entire Brotherhoods. They need this moral support, and we are confident that in the future, when the whole matter will undergo scrutiny, it will be found that, all things considered, they did the best they could. Amidst many complications, it would require a sublimated humanity to steer clear of errors, but when men are pursuing the right course, slight deflections from the air line must be expected. The verdict must be upon final results, upon accomplished facts and not upon mere incidents which

should never be magnified into issues.

We feel confident the two great Brotherhoods of engineers and firemen are disposed to hold up the hands of their chiefs, because such a course insures the best possible results, and because such a course voices a loyalty to obligation which, when troubles environ the membership, or any portion of it, is of supreme importance.

We do not hesitate to say that Grand Chief Arthur and Grand Master Sargent, have performed their exacting duties with a full comprehension of their obligations to the Brotherhoods over which they preside, and with a conscientious appreciation of the responsibilities of their positions.

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The *Railroad Gazette* publishes the following:

In Georgia the Supreme Court rules that where an employé of the Port Royal & Augusta Ry. Co. was killed while riding on a car over a connecting line belonging to the A. & K. R. Co., owing to the defective construction of the latter's line, the widow of the deceased is entitled to maintain her action for damages for his death, whether deceased was a co-employé of the persons on the A. & K. line or not.

In Kentucky in an action by an employé for injuries received in consequence of the neglect of a railroad to construct a suitable railing around an elevated platform upon which it was necessary for the plaintiff to stand while adjusting certain machinery, he alleged that he had been in the employ of the defendant but three or four days when the accident occurred, and that defendant had been warned of the dangerous condition of the platform, and that he had promised that a railing should be placed around it within a reasonable time. The Supreme Court rules that it cannot say as a matter of law that three or four days was a reasonable time, and therefore the plaintiff has not proved any negligence on the part of the railroad, and cannot recover damages.

In Texas the Supreme Court decides that if an employé is subject to the orders of a superior, by whom he is directed to perform acts not within the line of his ordinary duties, and it is customary in the employer's service for employés to obey orders to do duty outside of their regular employment, such employé is not precluded from recovering for injuries received while so acting under his superior's orders. In Tennessee it is held that a conductor of a train and the telegraph operator at a station are not "fellow servants."

THE SCAB.

Philosophers, particularly those who have sought to solve the simpler mysteries of creation, have always been greatly perplexed when endeavoring to find any plausible reason for the existence of certain insects and reptiles, which curse the earth, the air and the water. They have never succeeded. The mystery is unexplained and 'unexplainable. But, while it is impossible to explain the whys and the wherefores of repulsive, pestiferous and poisonous creatures, we may study their habits and guard against contact with them. It becomes our duty at this writing to discuss the "scab." Generally, people quickly comprehend what is meant when a creature, in the form of a man, is referred to as a "scab." Shakespeare says, a "scab" is a "low fellow"—how low, the great bard does not intimate, but he doubtless believed that a "scab" was the lowest in the list of bipeds. The term, "scab," has a significance wholly repulsive. It is suggestive of filth, disease, and corruption. There is nothing in the term, "scab," to redeem it from loathing. When a creature, in the form of a man, rightfully receives the sobriquet of "scab," he is known to be a mass of moral putrescence. He sinks to the level of a loathsome reptile. Honorable men shun him as they would a pestilence. A scabby sheep, a mangy dog, outrank him. He becomes a walking, breathing stench. He is as destitute of soul as a dungeon toad. He is as heartless as a man eating tiger. He has no more conscience than a tarantula. To call him a dog, would be an insult to the whole canine race. The average scab, is a moral leper—unclean through and through, so vulgar and beastly in his instincts, that he is as destitute of all sense of obligation, of what is due to others, as a hungry hog, with its snout in a swill tub. The scab is a sneak—analyze him, resolve him to his original elements, and all the subtle arts of the chemist, would never discover the millioneth part of a milligramme of manhood. A scab is as totally de-

ficient of ability to comprehend the right, as a piratical wolf. Being depraved by nature and association, he has no more ambition than a buzzard. When he sees a manly endeavor, on the part of others to better their condition, the incident simply suggests to his mind, that there is a chance for him, and with his hat under his arm, and with bowed form he asks, like a menial, to work for wages that an honorable man refuses. The scab always comes to the front when honest workingmen strike against oppression and injustice. On such occasions employers fish for scabs in the stinking pools of idleness and depravity, and they are ready to do duty for such considerations as their masters may offer. The scab is a filthy wretch, who though the Mississippi ran bank full of soap suds, could not wash him clean in a thousand years.

The scab is the natural born foe of labor in its efforts to advance from the condition of servitude to independence, and such he has been found to be in the struggle of the engineers and firemen with the C., B. & Q., and he is destined to play the same degenerate role in the future. The scab merits universal reprobation, and that will be the verdict of all honorable men.

EXPRESS and sleeping car companies have used due diligence to convince the Inter-State Commission that they are not common carriers, but have not as yet succeeded in their efforts. The facts seem to be against them.

NEW devices for heating cars with steam are coming to the front, and the indications are that success is in sight.

AN electric safety lamp for mines has been perfected and will soon be used in English mines.

THE total documented tonnage of the United States, June 30th, 1887, was 4,105,844 tons.

THE SWITCHMEN.

The Switchmen's Mutual Aid Association, is the youngest of all the railway fraternities, but its growth has been phenomenal and it now numbers between fifty and sixty lodges, and is rapidly increasing in membership. The association is distinguished as an organization remarkable for brain and brawn; independent and courageous. Switchmen have opinions and convictions which are not confined to their special calling, but which embrace railroad work and workmen, and such opinions and convictions they do not hesitate to express, when occasion offers, and this view receives special emphasis by the recent action of the switchmen employed on the C., B. & Q. system.

Switchmen know a competent engineer, and even with the best, their calling is one of great peril to life and limb, but when incompetent engineers and firemen are employed, as in the case of the "Q.," then their work becomes indefinitely more hazardous, and they are prompt in their demand for so much security as can be obtained by the employment of competent men. When the switchmen demanded of the C., B. & Q. officials to place competent men on their engines, that their lives might be more secure, the demand was treated in a manner which resulted in a strike, the men going out to escape death or mutilation. It does not seem possible that a corporation could by any possibility deliberately make for itself such a record of heartlessness, but it is, nevertheless, true, and should receive universal reprobation.

In the March issue of the *Switchmen's Journal*, we notice an editorial article on the C., B. & Q. strike, from which we quote as follows:

The switchmen are interested in the successful termination of this strike, because, first, they believe the engineers and firemen are right in the position they have taken on this question, and second, because the firemen are in the fight. There is no organization that commands a greater respect from switchmen than the Brotherhood of Locomotive Firemen, for the reason that the firemen have always acted the manly part with

the switchmen. And anything the switchmen can consistently do to further the ends of the firemen they will heartily do.

The *Journal* wants it to be distinctly understood that switchmen will not assist the C., B. & Q. road in any capacity but that of switchmen. They will not act as engineers, firemen, nor brakemen, which by doing, they would encourage the roads to maintain their policy of injustice in refusing to grant the prudent requests of engineers and firemen. The position is eminently right, and if all working men were animated by the same lofty ideas of fair play, the world would speedily behold a change for the better in the condition of labor in the United States. Firemen fully appreciate the generous words of the *Journal*, as embodying the sentiments of switchmen, and we know whereof we speak, when we say they are reciprocated. Such sentiments mean strength, unity and victory.

.....

THIS *Magazine* is not engaged in championing any one for President of the United States. It has no candidate but, this it may say, because it is true, that if the gods should so order things as to place in the Presidential office, Chauncey M. Depew, now President of the Vanderbilt system of railroads, they will demonstrate their qualifications to manage human affairs in a way calculated to secure immense approval.

.....

MR. SAMUEL SPENCER, President of the Baltimore & Ohio Railroad, receives \$25,000 a year for his services. Mr. Chauncey M. Depew, President of the Vanderbilt system, receives \$50,000 a year.

.....

THE stockholders of the New York Elevated railroads have resolved to issue bonds to the amount of \$15,000,000.

.....

CORNELIUS VANDERBILT is the President of the Railroad Young Men's Christian Association, of New York.

FINANCIAL SUPPORT.

It does not require labored argument to establish the proposition that in certain emergencies financial support becomes a desideratum, the chief demand, the one thing above all other things needful. That this has been the view taken of the subject by the membership of the Brotherhood of Locomotive Firemen we have satisfactory proof. We do not now call attention to the subject for the purpose of intimating that there has been any lack of support on the part of Brotherhood firemen since the inauguration of the C., B. & Q. strike, but rather to urge a continuance of the generous policy, which from the start has distinguished the membership.

The fact is conceded that the firemen who left the C. B. & Q. did so for reasons which, the more they are discussed, the more they are to be commended. Everything was done in strict accord with law and for considerations which will stand the test of the severest scrutiny. The railroad, to beat the engineers and firemen, and the Brotherhoods of which they are members, have raked the slums of cities and have employed men notoriously incompetent, men without character or moral standing, adventurers and vagabonds and are now seeking by the aid of a hireling press to make the impression that the engineers and firemen had no grievance worth considering, that their course has been in flagrant violation of right and duty, and that the road has won a complete victory. It is well known that such reports are false. The strike is not terminated. On the contrary the engineers and firemen who went out were never more defiant than now,

and the two great Brotherhoods of which they are members are pledged to give them financial support. It is because of this pledge, of this obligation, that we write to urge upon the members of the Brotherhood of Locomotive Firemen to put forth their best energies in raising funds to maintain the defiant attitudes of the Brotherhoods, in their struggle to obtain justice, and in doing this the supreme excellence of the principles of protection, which give dignity and power to the Order, are brought into prominence.

It will be well for the members of the Brotherhood to reflect that the support they are now extending to the men who left the C., B. & Q. is to enable them to gain a victory the fruits of which will be shared by every Brotherhood fireman, because a victory over the C., B. & Q. is virtually a victory gained over every other railroad corporation. With victory achieved by the Brotherhoods the outrageous system of classification will disappear and an era of fair play and fair pay will dawn. By giving now, promptly and liberally, firemen are doing that which is well calculated to prevent similar trouble between themselves and the corporations for which they are working.

In view of all the facts we can only repeat that the necessity for financial support is urgent, vital and must be met, if the fight is to be continued. Every dollar contributed will find its way to the place designed for it—and now we say: Gentlemen, let your contributions come right along, and let the encouraging words, backed by the money be, "Boys, stand firm, and we will furnish the financial support."

THE EVERYDAY ROAD.

For the treasures of precious worth,
We must patiently dig and dive;
For the places we long to fill,
We must push, and struggle, and drive;
And always and everywhere
We'll find in our onward course,
Thorns for the feet, and trials to meet,
And a difficult river to cross.

—Josephine Pollard.

SKETCHES BY A NAVAL APPRENTICE.

No. X.

On our passage south we fell in with the Peruvian gun boat *La Union*, at Arica. The *Union* was in command of an American merchant captain. She was very fast, but light, consequently was unfit for anything but a running fight. The Chilians were anxious to capture this vessel. About the second day of our stay at Arica, two Chilean war ships appeared off the harbor. Captain More, of the *Union*, was lying broadside to the wharf loading stores. On the near approach of the vessels, the *Union* opened on them from the side opposite of which they were loading. Under a heavy fire Captain M. finished loading, and replacing his battery, steamed out; the two Chilean ships were about one-quarter of a mile apart. The *Union* was running about fifteen knots per hour and her skipper headed her for the opening between the two ships and as he passed between them he let both batteries fly into them. They gave chase, but the *Union* steadily dropped them astern. Captain More, thinking that he could be of use about Callao, and that perhaps the Chilians were out in search of the *Union* and *Huascar*, went directly to Callao, which port he entered at night. He dropped anchor a short distance from the *Atahualpa*, a monitor, mistaking her for the *Huascar*, this mistake nearly cost Captain M. the loss of his ship; he succeeded, however, in making the open sea and escaping. The *Union* returned to Arica, and after coaling, she started south; we also started south the same day. On our arrival at Antofagasta, we found both the *Huascar* and *Union*. It was certain that the war must soon close. The Chilians were in possession of all land defenses, in fact they held everything but the two ships, the *Union* and *Huascar*. Don Miguel Grau, the admiral of the Peruvian navy, and commandant of the *Huascar*, visited our ship and was advised by admiral commanding to surrender, as it would be useless to continue the struggle, this he declined to do. A few days after this visit a column of black smoke was sighted in the offing, the *Huascar* and *Union* at once made preparations to get under way; they evidently sniffed danger. Just as the ships gave us a parting salute, another haze of smoke appeared on the horizon and another until we could count six smoke columns. We realized that we were about to witness the last scene in the Chili-Peruvian war. We at once slipped our cable and followed in wake of the *Huascar*. During this time the specks of smoke were close enough to make them out. It was the Chilean fleet, composed of the *Blanco en Colado*, *Cochrane*, *O'Higgins*, *Abloa*, *Amazonas* and *Aconcaagua*. As the ships closed in, the

Huascar manœuvred very much like a wild beast in a cage, she turned and headed for the beach; turned again and made for the enemy; escape was impossible; the unequal contest began by a shot from the *Cochrane*, which fell short. Admiral Grau at once signalled the *Union* to escape, but the Yankee skipper refused, until he was again ordered to do so. The *Union* steamed directly through the Chilean fleet, firing both her batteries, and escaped. The *Huascar* was at this time surrounded. A shell entered the fighting turret, mangling Grau's leg. The officers at once carried him below to the surgeon, and whilst they were amputating the limb, two shells entered the ward room and exploded. So great was the destruction that only a small portion of Grau's body was found, this was recognized by the broad stripe of gold lace. A well directed shot from the *Abloa* disabled the *Huascar's* revolving turret, she had (to use a railroad expression) but one side, and it was necessary to turn her completely about in order to fire her one remaining gun. At every telling shot from the *Huascar*, a cheer went up from our men, despite the orders to observe silence. The end was drawing near, the shells from the *Huascar* were bursting at three and one-half seconds range, in instead of five seconds; this we learned afterward was caused by the cowardice of an English gunner, who wanted to hasten her destruction. Some person struck the *Huascar's* flag, but the Chilians, for some reason, continued to fire. At last the crew rushed from the *Huascar's* turret, showing towels and everything that was white—firing ceased, the Chilians were victorious. Suddenly the *O'Higgins* steamed up and fired a shot at the captured ship, without doing any harm, this cowardly action brought a groan from our men.

The *Huascar* was at once taken in tow. We followed the fleet into the harbor, and our admiral at once boarded the *Huascar*. We learned that her crew consisted of men from almost every nation on earth, except Peruvians, we also learned that she carried 227 men, twenty-two of whom we found alive. To describe the appearance of her turret is beyond the power of mortal man. Blood everywhere, bodies entangled in the debris of the dismantled guns. The victors made no effort to erase the evidences of the fight until our admiral begged them to clear her up, and wash her down. The *Huascar* had been the terror of all Chili, and with a fair chance, could have cleaned the Chilean fleet out. The prisoners were taken on board the flag ship. At 8:20 P. M., on the day of the fight, I was standing my watch as "quartermaster," suddenly I heard a noise, resembling the blowing of a porpoise, I ran down to the ship's side, the first thing I saw was a negro's black head; I assisted him to

the gang way, he at once informed me that he had escaped from the prison ship. He said his name was Thos. Jackson, and he hailed from New York. I introduced him to the officer of the watch, who at once sent him below to the surgeon to have a shell wound dressed; he received the wound during the fight. Our men christened him Huascar, and he bears that name yet. He was at once enlisted, and a uniform was given him, and we successfully held him against the protests of the Chilean officers. Two days after the engagement we sailed for Valparaiso. This was the most unpleasant trip we experienced during the entire cruise. We did not steam or sail, but absolutely rolled the entire distance. The sea was simply terrible and the ship rolled very frequently to an angle of 35°. On our arrival we fired the customary salutes. During our stay at "Vale of Paradise," as this place is called, we lost one of the boys, his death was caused by congestion of the brain. Our shipmate, Thos. McDonald, by name, was buried on shore, with military honors. The ship's crew erected a beautiful monument in memory of our departed shipmate. McDonald's death occurred on the very day that his term of service expired, and he was laid to rest in a suit of clothes that he had made expressly to wear home. After the funeral, we again set sail, headed south, and called into Talcahuana Lota and several other small places, until we reached the entrance to the straits of Magellan. We coaled ship and started on our return cruise. Our admiral's term of service had nearly expired, consequently he was in haste to reach a point at which he could be relieved. We sailed westward, until we reached the famous island of San Juan Fernandez, or better known as Robinson Crusoe's island. We anchored and the crew were permitted to go on shore. We saw no savages as Mr. Defoe describes, but found the inhabitants to be Chilean fishermen. These people send the fruits of their labor across to Valparaiso, which is about two hundred miles, and is the nearest main land. Leaving San Juan Fernandez, we touched at Valparaiso, but did not anchor. By this date several boys reported the expiration of their service, these were sent home per steamer, whenever the opportunity offered. We continued northward. On our arrival at Callao, we saw the mast of the once beautiful Union, showing a few feet above the water. She had been destroyed by her captain. It was now June 25th, 1883, and my service would expire July 25th, 1883. As it was customary to send the naval apprentices home so as to be discharged as near as possible to the day their time expired, I was ordered to prepare to leave the ship per steamer of July 4th. As the ship was over one hundred men short it was decided to permit no one to go

home whose service expired after July 25th. I was on the dividing and I jumped for joy. On July 4th. at 10 A. M., I was called aft and received my orders, which read:

U. S. F. S., PENSACOLA, OFF CALLAO, PERU.

G. M. KERN:—You will leave Callao, per steamer, this date, and on your arrival, you will report to Commodore Upsure, for discharge.

Signed,

O. F. HEYERMAN,

Lieutenant Commander, Commanding.

My bag and hammock were then put in the steam launch and after a general hand shaking, I skipped over the side and into the boat. As we steamed away, the boys manned the rigging and gave a send off in the shape of three rousing cheers, the band played "Home, Sweet Home." On leaving the ship, it was hard to say whether I was happy or sad. I felt as though I was leaving a home, I experienced a homesick feeling. In fact, I was sorry that I had to leave the good old ship. On my arrival on board the steamer I found fourteen men from the U. S. ship, Lacawanna, who, like myself, were homeward bound. Like railroad men, all sailors know each other, and we were soon like old friends. The steamer sailed at 2:30 P. M., and as she passed the Pensacola, she was greeted with cheers from the crew and "Home, Sweet Home," by the band. I sorrowfully watched the ship until she was lost to sight astern.

Our passage was most pleasant. We delivered mail at Payta and Guayaquil. At the latter place we had quite an exciting time. M. Engleclias, whose term as President of Ecuador had expired, tried to become Dictator. A portion of the people rebelled, and on the day of our arrival, we witnessed the fall of the city and the entrance of the rebels. The President escaped down the river. Our next and last stop on the Pacific, was Panama. We remained one night in Panama, then boarded the train for Aspinwall. The railroad accommodations here were miserable. We were six hours making the forty-seven miles. During the ride we saw the men working on the famous canal, or rather loafing on the canal. On our arrival at Aspinwall, we learned that the steamer for New York would not sail for four days. We had spent nearly all of our money, that is the small portion given us in leaving the ship, so we thought we would see what the U. S. Consul would do for us. We stated our case, but the Consul said that he had no authority to assist any but destitute seamen, at which I remarked: "Mr. Consul, you can't certainly call us anything but destitute seamen, as we have'n't a shot in the locker," but it would'n't work, and we had to foot our own bill. Sailing day arrived, and with joy we boarded the beautiful steamer, City of Acapulco. Sailor like, we cast our eyes aloft and every man instinctively raised his cap to salute our beautiful ensign, the stars and stripes. My

friends, it is a sight for sore eyes to see an American flag on any vessel, but a man-of-war in foreign waters, and we heartily appreciated the sight. I knew one of the steamer's men, and as I came on board, he gave me a cigar. I proceeded to light it, when, without a moment's warning, I fell to the deck in a dead faint. When I came to, I found myself lying on a pile of bananas, where my kind shipmates placed me to keep me from being sent on shore to the hospital. Horrors! I had the Chagres fever.

Upon our arrival at the Brooklyn Navy Yard, to which place we had been ordered, we were informed that we would be discharged on the 27th. We went on shore again and remained until the next morning, we then returned to the navy yard, received our money in full and our discharges, which I am pleased to say, were honorable. Besides my discharge, I received a beautifully executed letter of commendation from the Navy Department, which I am at all times pleased to show to anyone wishing to see it. On leaving the navy yard, I at once went to New York, and bought a ticket for Philadelphia, where I arrived in safety. In

writing these sketches, I have left out many things which would be uninteresting, except to those who have been seamen.

In conclusion, I would advise parents who have boys they wish to make men of, to try other means to correct them, than sending them to the navy. To be sure, the discipline is severe, but it is impossible to sow wheat and reap clover. The boy must make himself. I have seen good boys become tough men, and I have seen bad boys turn out good. It lies with the boys themselves. If a boy is naturally bad, it is impossible in the majority of cases to reform him. On the other hand, let a boy enter the service and take an interest in his studies, work hard for promotion, and without doubt, he will be successful, as our officers are gentlemen who appreciate a disposition to advance. I did not leave the service because it was distasteful to me, I fully intended to re-enlist, but matters at home prevented. I am again struggling up the rough road to promotion, with the expectation that some day I shall reach the right side of an iron horse. As it is nearly starting time, I will close.

End ho, pipe down,

G. M. K.

For the Firemen's Magazine.

FANCIES.

WHEN a dreamer sits down for a while in a chair,
To indulge in wild fancies, commune with the air,
And create out of nothing a readable tale,
For enjoyment of others, he's likely to fail.
Many times I have sat, like to-night, in the gloom,
With an army of spectres about in the room;
Every one ridiculing my efforts to train
Into shape the grotesque of my wearisome brain.

They keep dancing away in satanical ire,
And they flit in and out through the smouldering fire;
They remind me so oft of my much needed bed,
Where a visionless sleep would assist my tired head,
'Till the caller comes round in the gloom of the dawn,
Ere the rays of the sun sweep the dew from the lawn,
That I think I'll retire 'till I hear his rich brogue
Captivating my ears with his blarney, the rogue!

Oh! of all the inventions the railroads have found
To enslave a poor devil, his feelings to wound,
There are none that I know of can pierce through the heart
Like the voice of the caller when time to depart.
You perhaps may be sleeping 'longside of a bride,
Or perhaps in a coach in your dreams you may ride,
Or be counting your wealth, which you've only in sleep,
When the imp comes around, and from bed you must leap.

If our curses come homeward to roost, as folks say,
What a pot-pie we'd have every hour in the day!
It would take a whole county fenced in to contain
All the robust young chicks that flew out of my brain,
Ere the orient sent through the darkness one ray
To denote the advance of the monarch of day,
As the devil-tuned tongue of the caller I'd hear
Pounding merciless words on my stupefied ear.

It is hard from the clasp of your wife to arise,
And embrace her good bye, with the sleep in your eyes;
Then to see her roll over and cover her nose,
With her curls arranged for a lengthy repose,
As you start to take charge of some scrap-heap, or go
To report for the plow in a blizzard of snow.
Well, such thoughts are enough to put fancies to flight,
And my love from the bed-room is calling—Good night!

OSWEGO, N. Y.

—Shandy Maguire.

Mechanical

Mechanics.

Not long ago an account appeared in the daily press of an interview between an engineer and a gentleman on the platform of a station, at which the engineer was waiting for his train. The gentleman was evidently a scholar, having received a theoretical training, and he asked the engineer how many square inches of heating surface there were in the fire-box of his locomotive. The engineer had to confess that he did not know, and evidently thought it a very scientific question. Now most all books treating on locomotives give the dimensions of the different parts, on different classes of locomotives, and in each case the grate surface, heating surface of fire-box and heating surface of flues, and the combined heating surface of the two is given. But perhaps the engineer did not consider the fire-box in his proper domain, and therefore felt no special interest in it, but to the progressive fireman the subject has some attraction, and we therefore will consider it. The fire-boxes of the locomotives used on the elevated railroads in the city of New York have a grate surface (as given in tables) of 28x28 inches, making a grate surface of not quite $5\frac{1}{2}$ square feet. Contrast with this the fire-box of a Baldwin "Consolidation" locomotive, which is 120x34 $\frac{1}{2}$ inches, having about 29 square feet of grate surface, and you will note a great difference in size, and of course they will require a corresponding expenditure of strength to fill up and keep up the supply of fuel in the two fire-boxes. Yet both firemen have work enough to do, but it does seem a little funny to the "Consolidation" fireman to hear his brother from the "Elevated," or "L." road talk about the hard work of firing. We have selected two extremes for illustration, and the grate surface of the various classes of locomotives will range between these two, except in the case of some lately built "culns" or "dirt" burners, which have a fire-box overhanging the frame, and whose grate surface exceeds even the "Consolidation" fire-box. To calculate the grate surface of a locomotive, multiply the length of the fire-box in inches by its width in inches, and by dividing the product of these figures by 144 you will obtain the number of square feet of grate surface, any remainder left in the division being square inches.

The amount of heating surface in the fire-boxes varies very greatly, ranging from 25 feet in the "L." locomotives to 139 feet in a "Consolidation." The heating surface of

the fire-box is found by multiplying the length of the side sheets by their height, also the width of the end sheets by their height, (deducting the area of the door and of the flues from the product of the ends) and also the length and width of the crown sheet. By adding these three sums you will have the square feet or inches of heating surface in the fire-box. The heating surface of the flues is found by multiplying the inside circumference of a flue in inches by its length in inches, and the product by the number of flues in the boiler. The sum total divided by 144 will give the square feet of heating surface in the flues. The area of the front flue sheet (less the area of the flues) should also be added to the total heating surface. In an "L." locomotive the heating surface of the flues is 126 feet, while in the "Consolidation" it runs up to over 1,300 feet, thus giving an "L." locomotive but 151 square feet of heating surface in all, against over 1,500 square feet in a "Consolidation," and yet we find that one fireman is expected to keep a "Consolidation" locomotive "hot," with nearly ten times the amount of heating surface which his brother on the "L." has to contend with. It is no wonder at all that the "C. B. & Q. boys" protested and wanted two men to fire one of these "hogs," for they are certainly hard on the boys, requiring mountains of fuel to supply their ever "hungry maws." Of course they will haul heavier trains, and if the companies can get one man to furnish steam to pull twenty cars more with one of these than with the ordinary locomotive, that much is clear gain and no one is out, except the fellow with the scoop, who is probably out of breath, and if kept at such a job long enough, out of health; a prematurely old man. In discussing the subject of heating surface we have touched a matter of vital importance to the fireman, and have been led to institute a comparison which brings the hope that if we must have "Consolidations," let us have more than one man at the scoop, for it is certainly more than one man should do.

EAST SAGINAW, MICH., Feb. 23, 1888.

MR. EDITOR:—The March advance sheets are at hand, more interesting than ever. Mr. Lockwood makes a slight mistake in the "P. S." to his communication that I wish to correct for him. He quotes a question from the *Engineer's Journal* concerning the water brakes in use on the Denver & Rio Grande, and refers the correspondent, who signs himself "J. F. W.," York, Pa., to his article in the February *Magazine* on the failure of air brakes saying: "He will read of my experience in the direction of his inquiry, and just to that extent it is an answer to his question." Mr. Lockwood is laboring under a misapprehension. He

would lead "J. F. W." to believe that the hydraulic brake described by him and the water brake, were one and the same. Such is not the case. There can be no possible connection between them, and I am surprised that Mr. Lockwood should fall into such an error. The term brake as applied to the device known as the "water brake," in use on the Denver & Rio Grande, is a misnomer, as there is absolutely no braking power connected with it, it is merely a device to keep from burning out packing and cutting valve seats and cylinders on engines that have to run for a long distance reversed and consists simply of a $\frac{1}{2}$ or $\frac{3}{4}$ inch valve placed in boiler head below the water line. A pipe running from this valve terminates in a T, directly behind the saddle under front end of boiler. Reducers are placed in each end of this T, and a pipe having the same area as the two cylinder cocks, generally $\frac{1}{4}$ inch, runs from there into each steam chest. In running reversed, the cock on boiler head is opened slightly and water rushes through the pipes into each cylinder keeping the packing moist and valve seats and cylinders in good condition, and is carried away by the cylinder cocks. Mr. Lockwood can satisfy himself that I am right by inquiry at the Baldwin Locomotive Works, as they have probably applied more water brakes than any other locomotive works in the country. Whatever gave them the name of brakes is more than I know, but it is certainly a mistake to ascribe any braking power to them. I ran across a statement concerning injectors in Roper's Handbook to the Locomotive a short time ago that interested me, and as I think it would interest "E. S." and others, I wish you would reproduce it. He says: "But the most important improvement ever heretofore made in the injector was made in 1868, by Samuel Rue, by which the injector, with steam of from 80 to 90 pounds pressure, is capable of forcing water against a pressure of from 400 to 450 pounds per square inch. This extraordinary accumulation of power may be explained as follows: The velocity with which steam (say at 60 pounds pressure to the square inch) flows into the atmosphere is about 1,700 feet per second. Now suppose that steam is issuing, with the full velocity due to the pressure in the boilers, through a pipe an inch in area, the steam is condensed into water, at the nozzle of the injector, without suffering any change in its velocity. From this cause its bulk will be reduced, say 1,000, and, therefore, its area of cross section (the velocity being constant) will experience a similar reduction. It will then be able to enter the boiler again by an orifice $\frac{1}{1000}$ part of that by which it escapes.

Now it will be seen that the total force expended by the steam through the pipe, on an area of an inch, in expelling the

steam jet, was concentrated upon the area $\frac{1}{1000}$ of an inch, and, therefore, was greatly superior to the opposing pressure exerted upon the diminished area."

"E. S." has some good points about firing, and, while I think he is in the main correct, I can hardly agree with him on all points. He says, "an engine with a brick arch, is very difficult to fire with two scoops of coal."

Now I think he is wrong, as I have, invariably, found that an engine having an arch, could be fired much lighter than one without, and it stands to reason that this should be the case, as the arch tends to retard the products of combustion, and does not allow them so free a passage through the flues, thus giving a much greater percentage of heat from what coal is burned. I have been firing an engine having an arch for two years. She is an 182x24 Baldwin mogul and I fire her with one and two scoops of coal. This winter, when business was rushing, her arch broke up and we had to take it out, and, as they were too much in need of engineers to cool her off long enough to put in an arch, she was run for over three weeks without one. I found I had to fire her much heavier in order to keep her hot, one or two at a time would not do her at all. I had to give her three and sometimes four in order to keep a uniform fire over the grates. If "E. S." can keep an engine hot as he has frequently asserted, when her grates were plainly visible, he is a dandy at his business. I have never been able to do it. His remarks about the A. & P. lead me to believe that he has fired on that road. I would like to ask him if he has ever had any experience on the big Burnsides on that road? I fired one of those engines on that road when they first came there, and were running on the first division, between Albuquerque and Coolidge. The boys christened them tarantulas at that time. I don't know whether the name sticks to them yet or not. If "E. S." ever fired one of those engines I would like to know what method he used to get the best result, and see if our experience tallies.

Vacuum.

HOCHLEGA, March 21, 1888.

MR. EDITOR: Since my last epistle I note a few lively remarks on valve motion, in February Magazine, by "Eccentric Strap;" first his example in proportion, and next his setting a sheave by slipping his engine; regarding the latter, I would not for one moment say he did not set his sheave as he has stated, but it was pure chance, and when he gives it as a rule for some of our young brothers, I begin to think that Bro. "Eccentric Strap" has got himself round a sheave which is so far out of place that he does not know what gear he was originally

placed for, and I would also advise no one to try his plan, for it might be the same as trying to follow Mr. Rauch's man, who fell eighty feet from a church steeple—a failure. Again, "Eccentric Strap," you are sadly out in your valve setting, and your rule in proportion won't answer, either. You have proved by it that an engine with $\frac{1}{4}$ -lead receives as much steam in the six-inch cut off to stop its motion, as it does at the other end of its stroke, to give it motion; therefore, how can the engine run? I have seen plenty of engines with $\frac{1}{4}$ lead in full throw, cut off when pulled up to the first notch at seven inches and have no preadmission till within $1\frac{1}{2}$ inches of the completion of the stroke. The world is covered with engines with valves of 5 to $5\frac{1}{2}$ inch travel and $\frac{1}{4}$ to $\frac{1}{2}$ inch lap, working with $\frac{1}{16}$ to $\frac{3}{8}$ lead and doing the best of work. Again, I have seen an engine 19x22 inch cylinder, 69 inch wheel with $5\frac{1}{2}$ travel and $\frac{3}{8}$ lead in full throw and an Allen valve (which means double the length of port to a common valve) go up a 50-foot grade with eight heavy coaches in the second notch; and start from the bottom, she would do this without any trouble and also knock off her mile per minute with the same load. Get "Paul" to give you a little more on valve motion and I will get you a diagram of this particular engine, though I am not in favor of too much lead, yet I do not care to see a freight engine with less than $\frac{1}{8}$ in the full throw, and also would like to see you all look upon it more favorably.

C. P. R

ST. PAUL, MINN., April 4, 1888.

MR. EDITOR: I am very glad to see that our *Magazine* is steadily improving. The Mechanical Department is especially interesting. In the March number, "Vulcan" attacks me vigorously on the wheel and lever question. He accuses me of proposing to enlarge the axle to decrease the power. I did not attempt anything of the kind. I simply stated that if "Vulcan's" theory were true, that the weight is located at the outside of the axle, increasing the size of the axle would decrease the power of the engine. The law of friction, which "Vulcan" calls our attention to, does not come into play here. As he says, the friction is more intense with a small bearing surface than a large one, the weight being the same, but the amount of resistance to be overcome in each revolution is the same. So friction is not a factor in the problem. It is a well-known law of mechanics, that with a certain amount of energy or force for doing work, speed is gained only at the expense of power, and when power is gained speed is lost. With a certain amount of power, and that power at a certain distance from the fulcrum, increasing the distance between the fulcrum and the weight dimin-

ishes the power of the lever. The weight will be moved a greater distance, but the weight must be made lighter. This rule holds good with the driving wheels of a locomotive as well as with any other lever. I did not say that increasing the diameter of a wheel affected the capacity of an engine. She has the same capacity for doing work that she had before, but it is done in a different way. "Vulcan" admits that with a larger wheel a locomotive will run faster, but will pull less cars, and produces figures to prove that the car-mileage is the same in each case; which no one disputes. He does not question the fact that she has gained speed. Now, remember, "Vulcan," that when speed is gained power is lost, and this change is produced by altering the position of one of three points of the lever. The fulcrum, we agree, is at the center of the axle; that is not changed. The power is applied at the pin. The stroke of the piston has not been changed and the center of the pin is at the same distance from the center of the axle. But the rim of the wheel is farther from the center of the axle. Now, Bro. "Vulcan," if that does not prove conclusively that the weight is located at the rim of the wheel, at the point of contact with the rail, there is no use of our discussing the matter any further, for I cannot make it any plainer. I do not think "Vulcan" was in earnest when he found fault with me for placing the fulcrum at the center of the axle. If he was, it is rather strange it did not occur to him that he was hitting his own theory as hard a blow as he was mine, for he placed the fulcrum at the same point. In relation to the ground, the center of the axle, of course, moves with the rest of the engine, but in relation to the other parts of the wheel it is at rest. Mr. E. J. Rauch's article on keying up rods is the best I ever saw on that subject. "Eccentric Strap" has a splendid article also. I fully agree with his way of firing, and also with his method of using the throttle and lever.

Dick.

MR. EDITOR:—In reply to "Dick," February number, pages 109 and 110, quoting from "the author of Mechanics, No. 10." "The wheel is a lever of the second-class, the fulcrum being in the center of the axle."

Will the author please tell me where he gets his leverage, when the engine is on its dead center?

If the engine is on the dead center on one side, she is exerting a *first-class* or *second-class* leverage on the other; in the first case, when the crank pin is at its upper limit and *pulling down*, in the second, when at its lower limit and *thrusting* or *pushing* instead of pulling.

"Dick" has misunderstood, or else confounded, me with some other writer in the

Mechanical Department; quoting from his article, "Mr. Lockwood places the fulcrum at the center of the axle;" this I have never done. I agree with "Amboy Division," and have so stated more than once, except in *one* particular. He says, "as I see an engine driving-wheel rolling along on a track, I notice that in every movement there is a lever in use constantly varying, but always of the second-class, with fulcrum always on the track;" the exception is this, technically speaking, it may be a lever of the second-class, but as a fact applied to the driving-wheel, when the crank pin is at its upper limit its leverage, say on a four foot wheel, is three feet from the fulcrum, the rail, and is then a *first-class* lever; to leverage there is added momentum, say with the speed of fifty miles per hour, on a line with the center of the driver, of seventy-five miles per hour, and the top at one hundred, this is its maximum of power, or *first-class*. On its lower limit of crank pin the speed is only twenty-five miles per hour, and a momentum corresponding with the speed, or the minimum of power, or *second-class*. This must be so, if, as I have already shown, "*that the top of the wheel moves twice as fast as the bottom, and the bottom stands perfectly still.*"

To state it another way, the driving-wheel is a rotary lever, combining in motion on the rail, the speed of rotation with the speed of translation, exerting its maximum power three feet from its fulcrum, the rail, its minimum, one foot from its fulcrum. In this condition, "the engine is more powerful on the top than on the bottom quarter," and on this point, I must first be convinced before I will concede to Dick; "there he is wrong."

"Amboy Division" says, "it is a lever in use constantly varying, but always of the second-class;" this true, it has its maximum and minimum of power; the one being *first-class*, the other *second-class*.

Mechanic's No. 10, is both right and wrong; right, that the weight to be *carried* and *pulled*, rests on the outside of the axle, the upper half and on the axle box; wrong, in that the "fulcrum is in the center of the axle," that is on the rail.

On another point, "Dick" and I differ; the reason why a high driver cannot pull as much as a low one, is because the increased leverage increases the centrifugal lift, and this, by slip, loses traction. Take for instance, Pennsylvania railroad Classes B, K, 5 feet 8 in. drivers, you have in the front drivers, 300 pounds of counter-balance; in Class K, 6 feet 6 in. drivers, and you have 386. Now swing this to the top of a lever 6 feet 6 inches long, $5\frac{1}{5}$ times in a second at the speed of a mile a minute, or any other speed in the same proportion, it is no wonder you lose traction.

William E. Lockwood.

GALVESTON, TEXAS, March 29, 1888.

MR. EDITOR:—The April advance sheet has arrived, and contents perused, and *mistakes* noted.

On page 263, April number, in my article, I note a mistake, and a very flagrant one, too, but am not certain as to whether it was a slip of the pen on my part, or a typographical error, for which the printer is responsible, perhaps the editor can enlighten us. What I refer to is a clause in my statement as to how weight on drivers is lightened when backing up; it reads, "and in backing up the upward pressure does have a tendency to lighten the effective weight of moguls, just by exerting its upward pressure *on the valves*;" now in this all is correct, with the exception of the last word, instead of reading, "on the valves," it should read "on the *boxes*." It is easy for any one to see what a gross mistake this is, and I am very sorry it occurred, and should like for the editor to refer to the manuscript and see if the mistake is mine, or the printer's; if mine, I ought to either be keel hauled, or have a cheap boy engaged to kick me across Bay Bridge.

Now "Poly—" you and "H. G. C." are having some little argument on which somebody is not quite as explicit as they ought to be. "P—," I think was right when he said pop valves were not put on Westinghouse air pumps, and "H. G. C." was not quite explicit in his answer, as he said they had them where he was, but I am inclined to think that a close investigation will show him that they are not on the *pumps*, but on the auxiliary reservoir; as to pump governors becoming corroded and sticking, I worked about eighteen months on a road where they were used, and never heard of one acting so, and have often heard the engineers discussing the merits of the governor, how much better they were than the pops, as they could *always* be relied on. How is it, "H. G. C.," are your pops on *pump*, or elsewhere?

In March number, Mr. Lockwood refers "J. F. W." to his article in February number, on "Failure of Air Brakes," as an answer to his query as to the manner and action of water brakes, as used on the D. & R. G., but I cannot see anything in Mr. L.'s article which indicates that the brake he used in his trial is the same as that used on the D. & R. G., so I will give here a description of the mountain water brake, which I presume, is the same as that used on the D. & R. G. I was never on that road, but have been where the water brake was used; it is only on the engine, and is operated in this wise. There is a small cock of about the same dimensions as a gauge cock, usually placed between the lower and second gauge cocks, and leads direct to the steam chests. It is applied just before shutting off the

throttle on reaching the summit, and the engineer sees that it has commenced to work by seeing small specks of water flying up out of the stack, just as if she was working water; she is then shut off, and cylinder cocks opened, then as you begin to descend the other side, the engine is reversed, allowing her to work in back motion with cylinder cocks open, and water brake cock supplying water to lubricate, or wet the valves and piston to prevent cutting.

Now, Mr. Rauch, although I still adhere to my former statement, I believe I have found you out, I accidentally *staggered onto* a November *Magazine*, it seemed to come to me that the blunder you referred to, was not a mechanical one, but that you wanted to make us study, and if my inference is correct, Porter, (not Gen. Porter) had a share in it; if I am wrong, please say so, and I shall see if I can find all the *Magazines* containing your articles, and hunt for it.

The statement that "like causes produce like effects," is true, but at the same time, as it is stated by scientists, that no two particles of anything are exactly like, it is hard to say what the required amount of difference is to produce very unlike effects, and I have noticed it for years, that out of a lot of engines built alike, same material, same size, same number of flues, same petticoat pipe, nozzles and stack, there would always be one or two, that everybody would be sick on, and one or two which nobody wanted; of course it is the unlikeness which produces this difference, and that is just where the question comes in, what amount of difference is required to produce decided difference in steaming and working?

I am pleased to see that my remarks on throttle fever, meets with your approbation, as I have heard that a great many engineers in this section are "bucking" about it; well, may be they were afflicted with that disease, and so they hate it on that account. I am happy to say that in my nine years of experience I have never had the throttle fever; by this I do not mean to say, I would not have taken an engine if I had had a chance, not by any means, that was my object when I began as a fireman, but I made up my mind that there were two or three coal mines between me and the throttle, and the first thing for me to learn was how to dispose of them the most effectually and with the least amount of labor to myself, and I will say that as I was on good engines at first, with very seldom a break down of any kind, I knew almost nothing about an engine except how to set an eccentric, until after I had fired for more than a year.

"1304," is, I believe, a new comer in the Mechanical Department, but he brings his credentials along, and is fully entitled to a front seat, and really, his suggestion is to the point and should be considered,

for steam is now and always the first object, for no matter how smart or how powerful your engine is, if you have to stop on every hill and blow up, you will not make good time.

I will take the initiatory on this question. Others can form an estimate of the merits and demerits of my arguments, and judge as to their worth and usefulness.

Different makes of engines usually require different size of petticoat pipe, and different modes of adjustment, for same general style of engine. Usually the proper size for a 17x24 inch cylinder engine is $2\frac{1}{2}$ to $3\frac{1}{4}$ inch, double nozzle, and petticoat pipe from $8\frac{1}{2}$ to 10 $\frac{1}{2}$ inches in diameter in cylinder part, with flange from $12\frac{1}{2}$ to 16 inches flare at bottom. With a Roger engine, the bottom of pipe should be six inches above the arch, while top of pipe should be about $4\frac{1}{2}$ inches below top of smoke arch, or, in other words, below the bottom of stack opening; the pipe must set directly under center of stack, and must be a perfect vertical line to produce good effects. A Baldwin, with ordinary short nozzle, should have the bottom of petticoat pipe about $\frac{3}{4}$ to 1 inch above top of nozzle, while top of pipe should be about 3 inches if wagon top boiler, and about 7 inches if straight boiler, below top of smoke arch. Manchester and McQueen engines should have bottom of petticoat pipe about horizontal, with bottom of third row of flues from bottom, while top of pipe should be from 3 to 4 inches below top of arch. Hinkley and Grant engines, in my experience, gave best draft results, with bottom of pipe about a $\frac{1}{2}$ inch below top of nozzle, and top of pipe about 5 inches below top of arch. Cooke's, Brooks', Mason's, Pittsburg's, Rhode Island's, Rome's and Dickson's, I have also fired, but never saw the front end of one of them opened, except engines of some of those makes with extension front and straight stack, consequently I can't say what position is approximately correct in those makes, but can give a few directions for ascertaining where irregularity exists, if not working right, in any style of engine.

If she burns her fire out too much in front, the bottom of pipe should be lowered; if she burns too much under the door, the top must be raised; if she burns it out on one side and banks it on the other, the pipe is not straight under the stack and an examination will show that it is too much on the side where coal is burned out most.

I am now going to give a statement of a condition, or effect, and show what a slight cause produced it. Engine 102, on the Sedalia Division, of M., K. & T., a Hinkley mogul, 19x24, was called a man killer. Her tank would hold eight tons of coal and all of it would be consumed, with twenty-five loads from Parsons, Kansas, to Nevada, Mo., sixty-nine miles. The next sixty-two miles

would serve her the same way, while the run into Sedalia, and back to Lewis, would be almost impossible with a tank of coal. Engineer Jennings tried every means he could think of for a long time, and finally gave up in despair, and let her go for a couple of months, when he got sick of seeing his fireman being worked to death, and in sheer desperation opened the front end again. He went to work to lower the bottom of the pipe one-quarter of an inch, and thought he discovered that the pipe was a little out of line. A close examination proved his surmise to be correct. He straightened it, but it flew back, so he got a link, and a piece of wire and drew it to its place again and suspended the link on it by means of the wire; this held it in place, and with these two slight changes, he had no more trouble with the 102. Bro. Gore, of No. 24, grew fat after the change, and always had "coal to sell," when he arrived at coal chutes, and if time was pressing could run by Nevada, making the 131 miles from Parsons to Lewis, with less coal than it formerly took to make the sixty-nine miles. I was on the road at the time, and received these facts from Bro. Gore and old man Jennings.

Yes, "Vulcan," agrees in the main, but gave my reasons for not fully agreeing. You say, "of course you do not want to fill up your boiler so that opening the throttle to any great extent, will suck the water through the machinery." Now I am no cold water man, nor was I ever an advocate of cold water in running an engine, (outside of that a n a cold water man) but the instances I cited, were not from too much water, but from the bad quality of it. At the place I mentioned, on the A. & P., an engineer very seldom thinks of looking for water when he shuts off, for after he has run a few trips, he knows full well that when he shuts off, his water goes down out of sight and it is impossible to work more than one-half inch throttle, in other words, less than one-fourth open. I have seen engines shut off, and gauges tried; the bottom gauge would show just a suspicion of water; put on the blower, or let her pop, and you would have two solid gauges. What is a man to do with such water as that? It is not necessary to fill your boiler full of that kind to cause her to suck the water through the machinery.

"Link Block" appears again in our columns and hits straight from the shoulder every time. I am sorry that I superseded you, Bro. "L. B." but then Bro. "Vulcan" treated me the same way last summer, and as I had no chance to get even with him I had to get some one else. I have frequently thought of the advisability of having some style of quadrant different from that at present in use, but don't know as it would be much benefit to some men. The best arrangement I ever saw was invented by a

man named Keefe, running on the Mexican Central, out of the City of Mexico, a Baldwin, 19x24, ten wheel, a passenger wood burner. He had two dogs instead of one. They had a slot cut through them and a bolt through, and a lever across the top to which the spring of the reverse lever was attached. By this arrangement you could work your engine down a half notch at a time. That "L. B." has a practical eye is easily seen, else he could not have caught on as he has in having fired only for two men. Now I will acknowledge that if I had fired most of my time for two men I should be sadly deficient at the present time, as I only learned by comparison. You have all heard the saying about experience being the school for a certain class, well, I never could learn any other way. But lessons so learned are not readily forgotten, so I am not sorry that my education came as it did. I also agree with "L. B.," "V." and others that an injector out ranks a pump always; the result of experience also. A few days ago I went out on an engine and the pump would not work, so the injector was used and I had no trouble at all in keeping 135, but we had to go into the side track twenty miles from here and as we backed out the pump went to work, and although the engineer was one who could be called a slick pumper, I had to fire close in order to keep 130, which proves that that engine does better with the injector. I went out with an engineer the other day on a mogul, and his practice was so nice I can't help mentioning it. He had a good Baldwin pump and a Monitor No. 7. His pump was set so as to just barely supply her, and as she is a good steamer she would sometimes run up to be just ready to pop, but just as soon as she began to simmer the injector was put on, and as soon as all suspicions of popping were over it was shut off, thereby avoiding the necessity of opening the door. It struck me as being a nice practice and demonstrated a theory I had in my cranium a long time so thoroughly that I thought I would give it for the benefit of others.

Now, "Washington," with engine as you say, it should be placed on dead center to key up, as there you get absolute length of rods, or distance from pin to pin. That is why I claim dead center is the proper place to key. Now, as the caller has just come for me, I must cut it short and go. So with a wish for the greater success of the Mechanical Department, I remain,

Yours fraternally,
Eccentric Strap.

HARTFORD, CONN., February 19, 1888.

MR. EDITOR:—I have just received the advance sheets of the *March Magazine* and was very much surprised at the commotion that my February article aroused in Bro. "E.

8.'s' breast. I am well aware, "E. S.," that they have cyclones down your way, because I have been there, but I have no wish to stir up their wrath intentionally, as when once thoroughly aroused, they are "perfectly horrid." I have no pretensions as far as being a judge of "M. M." is concerned, and if I had, the Mechanical Department of our *Magazine* is no place to air our opinions on that subject, but I will state for your benefit, "E. S.," that I have seen engineers invited to resign for lighter offenses than parting with both cylinder heads would be, providing they were to blame for the same. You must be quite a rolling stone, Bro. "E. S.," you have had such an extended service under many different "M. M.'s." And if you ever come East, come and see me and I will show you a 16x24-inch passenger engine that will make steam more freely with four scoops at a time than with one, although I did not say she could not be kept hot any other way; in fact, she can be made to steam with almost any style of firing. I will also show you another one, 18x24-inch cylinder, a first-class steamer, that you need not rest when you have put in five scoopsful, and then five more, and so on ad infinitum. To "E. T. H.," in the February number: Take an iron bar a foot or so in length, and take one end in each hand, let the right hand represent the forward motion of the eccentric, and the left, the back motion; put your bar over the reverse lever with the left hand up against the lever and pull; you will then see where the strain on the eccentric comes at full stroke in back motion.

Bro. "Gravity," there is no difference in the weight of the reservoir at one hundred pounds pressure than there is at any other pressure, because the pressure is the same in every direction, whether it be one or one hundred pounds. In that I do not agree with "Vulcan," in the March *Magazine*.

A member wishes to know how many square inches of space there are in a 16x21-inch cylinder. In order to ascertain this, you multiply 16×21 to find the number of square inches in the sides, $16 \times 21 = 336$. To find the number of square inches in the ends, square the radius, which is half the diameter, 8 inches, $8 \times 8 = 64$; multiply this product by 3.1416, the number of times the diameter is contained in the circumference, $64 \times 3.1416 = 201.0624$, the number of square inches in one end, and as there are two ends, multiply 201.0624 by 2, $201.0624 \times 2 = 402.1248$, to this add 336, the number of square inches in the sides, $402.1248 + 336 = 738.1248$, the number of square inches in a 16x21-inch cylinder. Hoping this explanation will prove satisfactory, I remain,

Tallow Pot.

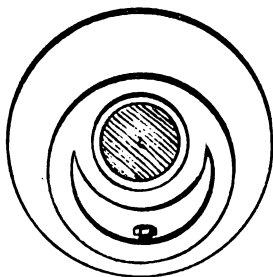
P. S.—I will state here what I had before forgotten, that the blunder which E. J. Rauch mentions in the January number occurred

in the October *Magazine*, where he says that the throw of an eccentric is obtained from twice the distance of the difference between the narrow and broad sides. This is incorrect. The throw of an eccentric is, of course, obtained from twice the distance the true center is from the center of the axle.

Tallow Pot.

RICHMOND, VA., March 1, 1888.

MR. EDITOR:—As the eccentric question is still in vogue, I thought it might not be out of place to give a sketch of an eccentric I saw some time ago. It is an eccentric within an eccentric, by moving outer sheave around on inner, it increases or decreases the throw.



Thanks, "Vulcan," for dealing so gently with the eccentric blunder. In your January letter you write seemingly under the impression that way down here in "Ole Vaginnny," we are lacking in smoke-burning devices. Nearly all of the C. & O. are fitted up with brick arch and extension front, back, front and side dampers. There is very little smoke from our passenger engines after shutting off, except occasionally when we meet with a poor steamer. I think that American engines, and especially freight, have a harder show to burn all, or most of their smoke, than the English. Where such large drivers are in use they must be lighter on their fires with exhausts so far apart, and it don't seem to me that with such high wheels they could start some of the trains that are to be seen leaving here, going west. With the low wheels, which cause a rapid and incessant blast on furnace and all she can wag under in the way of a train, it gives little time for the arch to do much in the way of burning smoke. Our engines throw very little sparks, and it is so much more comfortable to ride behind them now than when they used the old diamond s'acks. I wish some of the boys would give us some of their experiences with arches and other smoke-burning devices, it might benefit some of us. I think "Dirigo's" views in regard to proper time to apply injector or pump, is very good, and I believe a great deal of the steaming qualities of an engine, and burning of coal, can be helped

in a great measure as much in the judicious management of injector as in linking back, and when both are done the engine steams remarkably better.

W. A. G.

MR. EDITOR:—After the March blizzard comes the April *Magazine*; the one filled with hardships and disaster, the other full of instruction and interest.

In the Mechanical Department we find articles on slipped eccentrics and broken tires, which are practical and to the point.

"Poly—" has come off the sick list as alert as ever, pitching into the "Wormald Jr." lock plate, pointing out possible defects. I was awaiting a practical trial of the device which would be very apt to bring out its merits or develop its faults better than we could by supposing accidents to befall it.

In our answer on the "Coal Heaver" styem guage, which stopped at twenty-five pounds, we coincide with "C. H." that many things might prevent it from going back to zero, but that it might be right above twenty-five pounds.

Passing over, "Poly—"s reply to "Mechanic" and "H. G. S.," as I am not in the argument, I find that "Poly—" figures the same as I do on the cylinder, 16x21, making it 1050 square inches without the ends.

"Poly—" is not satisfied with my former answer to his query about adding lap to valve, and says he has run more than one engine (locomotive?) which had been doctored by additional lap, and *did not do bad work*. If they did not do bad work then they must have done very bad work before, for a properly designed valve motion, with ports and valve constructed for a certain amount of travel, would be totally disarranged by increasing the size of the valve without increasing its travel also. Advancing the eccentric does not increase the travel, and while it could be advanced far enough, within certain limits, to open the ports, the opening would be so small and for such a short time, as to seriously impair the efficiency of the locomotive. In order to properly demonstrate my idea I have laid out a valve-seat with 1½ inch steam ports and a 2½ inch exhaust port. The bridges between these ports are 1½ inches thick. This gives us 7½ inches from outside edge of one steam port to the outside edge of the other one. A valve with ¾ inches outside lap is to have five inches travel on this seat. The eccentric has to be advanced enough to overcome this ¾ of an inch lap, and after this has been done the cam has still a movement of 1½ inches, and will move the valve edge clear across the steam port and ¾ of an inch on the bridge while in full gear. The port is thus opened full and ¾ of an inch over when in full gear.

When worked in half gear the valve travels only 3½ inches, opening the port only

¾ of an inch, and cutting off at about eight inches of the stroke. When in mid gear the valve only opens the port ¼ of an inch. If we add a ½ inch outside lap without increasing the travel of the valve we have to advance the eccentric that much more, making 4+7=11½ advance, and this leaves but ¾ or 1½ inch opening of steam port when in full gear, while in half gear we get only ¾ inch opening, and in mid gear it fails to open by ¼ inch. By thus reducing the width that the steam ports are opened, and of course the length of time of steam admission, it seems very clear to me, that if the proportions of the valve gear were as here stated in the first place, the addition of the ¾ inch lap would make the locomotive about as strong in the 8-inch notch as she was before on the center, for the opening of the steam port and consequent admission of steam is nearly alike. But evidently "Poly—" hopes to derive some help for the earlier cut-off by the added lap, from changing the point of link suspension. Dropping the link by lengthening reach rod or link hangers, or by shifting the tumbling shaft box toward the lever, would serve to increase the valve travel, while the reverse lever could be kept in the same notch, but it would really be working her farther in the corner than the quadrant showed, and would be taking away from the back-up motion to add to the forward motion. "Robbing Peter to pay Paul" is not honest work nor fair dealing.

Mr. Rauch is still satisfied of the correctness of the full throttle theory, and calls attention to the importance of close observation to account for effects which are produced by causes and not by mere freaks of the machine. He is inclined to think that there was a hidden cause somewhere that started the South Jersey locomotive, and that she did not start all at once of her own accord, which was also my idea.

We agree fully in our answer to "Coal Heaver" and "C. B. & N.," but in regard to the weight of a globe filled with air, I wrote without thinking as I ought to have done, and therefore held out a false light. I stand corrected, and perceive the difference between pressure and weight. I thank Bro. "F. X. H." also, for giving the answer relating to the weight in full.

I see Mr. Rauch was bothered to tell what question "A Member" wanted to ask, but has answered him with the same figures which I gave as the cubic contents of the 16x21 cylinder.

"E. S." comes determined to make time, and his time is generally a lively one, as is evinced by the way he pitches into Mr. Rauch, and again defines his position on the wheel and fulcrum question, on which we have shaken hands and agreed long ago. I am sorry indeed that "E. S." and myself

should have such a hard time in advancing the cause of a mechanical truth, but so wags the world.

In his reply to "Vacuum," "E. S." manifests a determination to be master of the situation under any and all circumstances, and when this is the case, and a man is backed up in it by a moderate amount of confidence in his ability, the work which is a task to the less energetic and progressive man becomes a pleasure, and the occasional mysteries which he meets and solves only whets his appetite for a more thorough knowledge of his avocation.

After attending to "Vacuum," "E. S." gives me a little turn, and while I have conceded that with the so-called 8-wheel locomotives a slight increase of pressure may come on the drivers, I think "E. S." can not get any pressure on his driving box, because all well regulated boxes have oil cellars filled with waste on their under sides, on account of which it would be difficult to get pressure.

"E. S." ought not be too sure of setting eccentrics correctly by the spokes, for spokes may differ in number, and if so, that would make some difference in the setting. "Don't it?"

I am glad to think that I settled that wheel question to "E. S.'s" satisfaction, and I hope also to "Dick's," and I also hope that "Stationary" will "catch on" in regard to the speed of the cross-head being equal in the two portions of the stroke.

In regard to the introduction of water into the boiler, "E. S." is certainly correct and in full accord with the practice of the most experienced builders of steam engines. I fear I must pass some of "E. S.'s" queries for the present, so as to get at some of the other correspondents. "1304" takes pride in the prosperity of our Order, and desires to keep it in a healthy, growing condition by taking pains to educate "new firemen to be good firemen." I fully concur in the idea, and it is indeed one of the propositions inculcated in the preamble to our constitution, that the Order is to lift its members to a higher plane in every respect, and this department is one of the best levers ever used for that purpose. I have noted as a general thing, new men when they have fired three, four or five months, do not seem to need nor want any advice, and do not take kindly made suggestions in a proper spirit, resenting it as an insult oftentimes, because it would imply that they could still learn something. As the articles in this department are not personally directed to any one, each reader can select such portions as "fit his foot, and wear the shoe."

It is certainly the most important duty of a fireman to try to have steam, but the subject is hedged about with many difficulties which only practice will overcome. "Hard" and

"soft" coal firing differ so much that a man used to one kind of fuel feels lost when put to firing the other, and has to learn over again. Then, again, the grades vary, the runs differ, the management of the men at the throttle vary so much that what would do for one grade or one run for one man, would not do for another grade, run or man at all. No special directions can be given on the subject, but each case will have to be decided by the fireman in charge. "To make a good steamer out of a poor one" is a matter of great interest, but even at the outset we are met by rules and orders which tie our hands on many roads. Some engineers would not let a fireman make any alteration in the front end, or listen to suggestions on the subject; again, on some roads no change can be made in the length of draft or petticoat pipe at all; all locomotives must use the standard whether it fits or not. Again, the adjustment of the pipe must be governed by the requirements of each case, some locomotives steam better by raising the pipe, others by lowering it, and only the fireman in charge can tell by experiment what is really wanted.

Recipes for polishing brass are numerous, so are the materials for the purpose furnished by the various companies, so that you are at a loss how to make a selection. In most cases an acid is first used to loosen the rust and dirt, then an oil is used to kill the acid. This is then wiped off clean, and the brass polished by applications of whiting or tripoli. There are polishes which do the work of the acid and oil by a single application, so that methods of cleaning brass are nearly as numerous as methods of firing.

"Link Block" is on hand again, and glad we are to hear from him, and that he is able to help truth and banish error, and that he fully realizes the importance of being wide awake in railroading, and that the full throttle theory, with modifications to suit special cases, meets his approval.

In regard to working the "Rhode Island 10-wheeler" on the half notch, is it not possible to construct a U shaped piece of iron to slip over the quadrant with one of its arms down each side, and the bottom forming a bar for the reverse lever to rest against and holding it between the two notches? This plan has been followed in a number of cases with good results. The injector has made rapid strides in the estimation of railroad men in the last decade, and nearly all are convinced that they are the best boiler feeders that can be used, taking less power to operate, and being more effective beside.

"Jep" asks "which is most injurious to the flues, to open the fire door or close the damper?" Certainly the open door, as it will permit cold air to strike the flues, while the damper simply chokes the fire by cutting

off the necessary supply of air, to permit its free combustion.

"Washington" reminds me of a man I fired for who was ever at work with his keys in the rods, and whom I have known at one stop to drive them down, and at the next stop to drive them back to their original place, thus showing that he really did not know what they did need. This is no doubt the reason that some roads have dispensed with side-rod keys and have their mechanics do the lining up when needed. The locomotives indicated by "Washington" as riding hard when run with full throttle, locked up close, no doubt got their thumps from excessive compression, probably caused by too much lead, which with a slow movement freight locomotive would have time to exert its full force, and thus work against the smooth motion of the machine.

But I will have to close, only stopping to note, in answer to "C. B. & N.," that I agree with "Washington" that no doubt there was a cause that affected that relief valve; that we should like to have full particulars in regard to "F. X. H.'s" experiment with injector forcing against a higher pressure, and that I again thank "F. X. H." for correction and full answer on air reservoir under pressure.

Vulcan.

CHICAGO, February 20, 1888.

MR. EDITOR:—The readers of the Mechanical Department of the *Magazine* will think I am dead, but I am not. I have been simply waiting to see and hear what the various contributors thought of what I wrote on the air-brake question, in dispute between "Poly—" and myself. I see that "Poly—" makes a very caustic defense of his solution of my query, but he is not sustained to any great extent by other contributors, while Mr. Angus Sinclair, "Vulcan" and a Brother from Texas take up their pens in my defense. I see now where I made several technical errors, viz: in misnaming the main reservoir; also, when I stated that the air pump was equipped with a pop valve. I thought that "Poly—" and the rest of the readers would understand that I meant the attachments of the pump (the M. K.) and not the pump proper. "Poly—" answers, first, that Westinghouse does not build a No. 6 pump. If "Poly—" will look at a W. catalogue he will see that there are quite a number catalogued as such. Second is answered above. Third—He says "the relative area of both steam and air are the same in the Standard pump only. I am not aware of having made any statement to the contrary. Evaporation of air or exhaustion of steam cuts no figure, as far as your query is concerned." There is where I beg to differ with him, as I think it has a great deal to do with it. When I inserted my query in the

Magazine it was more with a desire to gain information than to impart information. But when I see an air-brake so much more powerful than other brakes, it leads me to the opinion that there is something wrong, and although I have made diligent inquiry, I have found only two pumps that would do this. If "Vulcan" will take a piece of wood and plug up the outlet or exhaust pipe of the governor, it will render it inoperative. By "Vulcan's" experiment in relieving the brake he would lose any margin of air that might have been pumped.

In the February *Magazine* I note an article by "Paul" on "lead." He states that lead increases as an engine is hooked up and decreases when hooked up in back motion. As this is contrary to any law I have ever heard of on the subject, I would feel very grateful if "Paul" would explain the matter more thoroughly. Before closing I will say I was wrong in my answer to "Cottonwood" in regard to hooking up an engine, and beg his pardon for my tardy acknowledgment of the same.

No Name.

HOCHOLEGA, CAN., March 16, 8888.

MR. EDITOR:—In March *Magazine*, page 184, Bro. "Vulcan" says, "An engine with only one pair of engine truck wheels has no more tractional power going forward than backing up." But I agree with "Eccentric Strap," that as long as any front weight is carried by one or more pairs of engine truck wheels, the engine should haul more forward than backward. I think you will find this correct, and I also say, "If theory and practice do not combine in this case," I shall be mistaken. Because "Vulcan's" engine does not haul more than it can back up, in no way alters the fact, which only requires common sense to understand. "E. S.," you just want to look a little closer into the matter and you will have it. There is an upward pressure exerted on guides and it is resisted most at the front end, but as this pressure does not come from the engine truck, the weight on the truck must be diminished, and as the weight of the engine remains the same, where else can it go but to the drivers? Therefore, as there is a downward pressure on guides when backing up, so must the weight be increased on truck and diminished on drivers.

"Poly—" don't be misled by "Vulcan's" reply to your question regarding closing of link. He says "you can close a link on one side." What does he mean? Let him explain. "Poly—" if ever you close a link and add all the length equal to slack taken up, to the rods, you will be having the same effect on valves as by putting a liner on front side of link block, which you can readily see would be wrong. Whatever slack you take up, add half the length taken up to the length of rods.

C. P. R.

NEW YORK, March 14, 1888.

MR. EDITOR:—It is over one year since I commenced reading the *Firemen's Magazine*, and to say that I am greatly pleased with your efforts and the efforts of your writers, is not putting it forcibly enough. There was so much good in the twelve books of 1887 that I wished to remember and have my friends see, I now have them bound and have a splendid book in my home, which is highly appreciated by all. In this month's issue you were kind enough to mention the existence of the Locomotive Engineers' Debating Association, and on behalf of the members I thank you for so doing. There was an error in regard to the organizer which I am sure you will take pleasure in correcting. While we do not care particularly to whom credit is given, we cannot permit anything to be laid at our genial road foreman's door that does not rightfully belong to him—nor does he desire it. Mr. Rauch has done many good things, and as this Association is in its infancy, and not at present knowing what the outcome will be, we feel that the responsibility, if any, should rest on the parties to whom it belongs.

Perhaps it may be interesting to you and some of the readers of your valuable *Magazine*, to know the intention of the parties who organized the E. D. A. Knowing what it should be, I will do the best I can to explain our object. Last November I was riding on a Third Avenue train, and by chance met Mr. Rauch. Our conversation led to an occurrence that happened that very morning. Mr. Rauch calling a certain part of the engine, as I have since learned, by its proper name. I not knowing at the time just what he meant, was greatly relieved to meet another engineer, and I asked him to explain, which he was unable to do. Finally, my mind going back to my boyhood days when enjoying boat sailing, I came suddenly upon the proper name, which convinced me that Mr. Rauch was correct. It was then decided that we would organize ourselves into an Association. Last November we organized and to-day we are in a flourishing condition. It may also be interesting to know what we do, and what we have to do in order to be a member of our Association. You are proposed and balloted for, and if elected must take an obligation. The many questions you would like to ask are recorded in the question book in one, two and three order, and the questions asked or taken from the book at each meeting gives each member an equal right of asking and receiving answers to anything he may desire to know. We also have drawings of the structure, and each member is expected to know all the switches, how many there are in a given section, whether you enter them North or South-bound. We locate a

man on the road at a certain time with a certain break-down, and he tells us what he would do and where he would go. All members present are to decide or debate. We also have the inside view of the Ames vacuum brake, which is of great service to us. We also have a lubricator, kindly loaned to us by the Nathan Manufacturing Co. This lubricator is cut open in three different places, so that it completely exposes the interior. This is one of the most beautiful models we have, and already it has done us a great deal of good. They also gave us the blue prints of their No. 4 and 5 injector, a wonderful little machine, and we are becoming more familiar with it every day. We also have now in course of construction an engine. This little machine will be made in sections, and in the meeting room any member will be able to place it in any position to correspond with any break-down he may desire, and then repair the damage. He can also learn from this model how to set an eccentric, set a valve correctly. He can also learn from this model how to repair any break-down: he may wish, and also learn the exact position of the engine when a spring, hanger, frame or pin is broken. He also has a chance to see what the effect would be by trying to run with one side rod. We are steadily increasing in number, and soon expect to have a room accessible to all members at one hour of the day. We shall also have a library, in which all mechanical books and papers shall be kept for the instruction of the Association. Trusting that my efforts will be appreciated, and wishing that others will do as we have done and are still trying to do—that is, to have the position seek the man, and not the man the position—I remain,

F. V. Winters,
President of the E. D. A.

HAGERSTOWN, March 11, 1888.

MR. EDITOR:—Permit me to say that Oriole Lodge, No. 214, is prospering. I would like to answer "Coal Heaver's" question. From experience I have learned that if an engine stands dead at a certain point on the gauge, she will be that much lighter in steam. For example, our engine went to the shop for repairs and when dead the needle stood at thirteen pounds lighter on gauge. After taking the gauge off and altering it and getting her hot she popped at 117 pounds, whereas she popped at 130 pounds before testing.

John ———.

ALEXANDRIA, VA., March 21, 1888.

MR. EDITOR: When an engine's steam pipes are blowing, what causes her to lose steam, and what would be the difference in running her backwards? Would she lose her steam in backward motion or not?

W. M. M.

The Use of Water Instead of Sand.

MR. EDITOR:—Among the recent improvements in locomotive running and management, one of the most meritorious and deserving of attention by master mechanic and all locomotive engineers and firemen, is the substitution of a jet of water, or water and steam, instead of sand, to secure the needed adhesion of the drivers in starting heavy trains, or climbing heavy grades on our mountains. Most all railroad men know that a few drops of water at the beginning of a rain, make the drivers slip, but that just as soon as the whole surface of the rail becomes thoroughly wet, the wheels acquire an unusual adhesion, and even the "most slippery" locomotive will move along as steadily, or even more so, than if supplied with sand. This well-known fact is made use of now, and instead of sand, a jet of water, or, steam and water, is thrown on the rails in front of the drivers, thus wetting the rail, and securing the needed adhesion.

This "water jet" system deserves attention, and its superiority over sand is self-evident, for a number of reasons. In the first place, the adhesion is equally good, or even better than with sand, as many locomotives are known "to slip even on sand," which do not show the same tendency on a wet rail, probably on account of the second reason.

Secondly. As all railroad men know the use of sand for locomotive drivers increases the resistance of every wheel in the train, as each one comes into contact with the sanded rail, and judicious runners will not use sand, unless absolutely necessary, knowing very well that its free use will increase the resistance, and thus in turn, again require an increase of tractive power to overcome it. With the use of water, no such retarding influence is exerted, for the molecules of water are pressed over the edge of the rail by the drivers, and a few of the first wheels following them, and the train finds a clean rail that offers no impediment to its advance. The water that is squeezed over the inside edge of the rail on curves, where the flanges of the wheels "hug" the rail, cannot in the nature of things produce such friction as may be noticed to occur with the use of sand.

Thirdly. The wear on the rail is not so great with water as it is with sand, as any one will admit.

Fourth. The wear and tear on the tire and machinery of the locomotive is not as much as with sand, for even with a judicious use of sand, the tire wears away very rapidly, while the injudicious use of sand, is frequently attended with damaging results to pins, rods and cylinders.

Next we note the simplicity of its application. Water can be applied from the tank by a pipe furnished with a suitable

cock, brought under control of the runner by a suitable arrangement, or, from the boiler direct, thus dispensing with the sand box, and its rigging, which is frequently a source of annoyance and vexation, owing to the introduction of foreign substances into the box, which get under the valves, or clog up the pipes, and thus render the arrangement useless, probably when most needed.

Another item must also be noticed, and that is the comparative cost of water and sand. Water is generally regarded as free, but railroad officials find that the expense of procuring and keeping up the supply of water for the use of their respective roads, is an item of no small account, yet, the use of a few gallons more each day, on each locomotive, would not materially increase the water bill, while the saving in hauling sand (often over a great distance) storing, drying and screening it, would amount to hundreds, and even thousands of dollars to some of our large corporations.

The writer wishes it to be distinctly understood, that while commending the advantages of this "water jet" to the attention of progressive railroad men, he is not pecuniarily interested (as it is not a patented novelty) and simply writes in regard to it, on account of the merits which he deems it possesses.

English Railway Couplings.

Scientific American.

On the 2d of December last a number of tests were made at Derby with the prize car couplings shown at Nine Elms in March of last year, through the offer of a prize, the object of which is to prevent the present loss of life among car couplers. The contrivance which at the last demonstration elicited the most unanimous approval is a light pole, about 5 ft. 6 in. in length, with a skillfully devised hook at the end, by which the chains can be attached or set free in wonderfully short time. One man ran along twenty cars and uncoupled them in seventy seconds; another coupled them again in seventy-six seconds. This plan has been in use on the Midland Company's system for some time, and has led to a decided diminution of accidents. It is to be hoped, says the *Lancet*, that other railway companies will speedily take steps to terminate or materially diminish the slaughter which annually results from the goods guards and shunters having to pass between the cars to couple and uncouple them.

To Americans this mode of coupling cars is so clumsy as to be laughable; but it suits John Bull to a dot.

'I'm very fond of little boys,' she said, as she tripped on a string stretched across the pavement. 'I feel as if I could eat a couple of 'em this minute, raw.'

Woman's Department.

EDITED BY IDA A. HARPER.

MORE "WOMAN'S RIGHTS."

We publish in this number a well-written letter on woman suffrage. Our readers may have discovered by this time that the editor of this department is in favor of equal suffrage, but I have the utmost respect for the opinions of those who are opposed. I am very glad indeed to give space to the ideas of one who honestly and conscientiously objects to equal rights for her sex. There are thousands of women who believe exactly as she does, and those who are fighting this battle have nothing half so hard to contend with as this indifference or opposition among their own sex. We consider that these women have not studied this question in all its different phases and we base our opinion upon the fact that, almost without exception, those women who have thought most profoundly or have had the widest experience in life, are in favor of absolute equality among men and women. Among all the women in this country who have become distinguished in literature, in the industrial pursuits, in works of philanthropy, it is doubtful if half a dozen can be found who are opposed to equal rights. Equal rights, in the United States, means equal suffrage, for the ballot is the foundation of all other rights. Women who are wholly occupied with their daily household cares have not the opportunity to give this question the study that it requires for a full understanding. Those women who are compelled to go out into the world and earn a living are very soon brought face to face with the knowledge that they are at a great disadvantage, and those of this class who think at all or are ambitious to better their condition will begin to inquire why there is this discrimination against them? They may assign first one cause and then another but they will finally discover that it is because men possess one power that they do not, and that is the ballot. In other words men have a "friend at court" who owes his position to them and if he does not look after their interests they will put another in his place. Women have no such influence and consequently they have to take what they can get and be satisfied. Workingwomen above all others need to be enfranchised.

But the working woman is not the only one who ought to be clothed with all the powers which this glorious country offers to those who dwell within her broad domains. Every woman who has suffered from the

terrible curse of intemperance, every woman who has seen others suffer, every woman who would like to have this drink traffic receive its just deserts, should demand that she be allowed to meet it on the same battle ground where it gains all its victories, and that is at the ballot box. The National Brewers' Association, in Chicago, a short time ago, passed a resolution declaring that "Always and everywhere we oppose the ballot in the hands of women." The principal newspaper of the Whisky Alliance in Iowa said, "Give us prohibition till the end of time rather than this accursed woman suffrage." They knew they could evade or defeat prohibition but they would go down before "the ballot in the hands of women." It is idle and useless to talk about women making their homes as attractive as the saloons. The saloon keepers will take all the chances that can be offered on that. The two are as wide apart as heaven and hell. The man who is fond of liquor drinking, card playing, story telling and the kind of a crowd that is found in saloons will regard the attractions of home as insipid and tiresome. The women of this country have had over a hundred years to exert their home influence and it is pretty well demonstrated that the liquor dealers fear nothing but the grip of the law. Even that has not many terrors, for the men of both parties are afraid to enforce it, and they always will be till they can feel assured that such action will not defeat them at the next election, and this can never be till they are reinforced by a constituency of women.

And then there is another class of women who ought to have the ballot and that is the mothers of the school children. It required a great many years for the nation to understand that the training and teaching of children should be in the hands of women, but now women practically have control of the schools as far as teaching goes, but here their authority ends. The mothers have no voice in the selection of teachers, in the sanitary arrangements of school buildings, in the suitable expenditure of money, in the course of study to be pursued. They are not only debarred from any authority in these matters but they are not permitted to choose who shall attend to them. A moment's reflection will convince any one not only of the unwisdom but also of the injustice of this state of affairs. Here, then, is another instance where every true woman should demand equal rights.

Again, since our government is founded upon the assurance that there shall be no taxation without representation, by what right does this government collect taxes from women and deny them the right to represent themselves? It is not sufficient to say that they are represented by their fathers, husbands and brothers. In this country

every class represents itself. Why is it when there is a railroad or a court house or other public works to be built and an election is to be held to let the people say whether they consent to be taxed, why is it that tax paying women are not allowed to have a vote in this matter? Since a woman is compelled to pay her taxes to support the city government, why shall she not be permitted to say whom she wants for councilman in her own ward? This phase of the question certainly does not require an argument.

There are many other points that might be considered did space permit. Women should ponder carefully over these things before they announce that they are "opposed to woman suffrage." They should also remember that no man is compelled to vote, and neither will any woman be. If a large body of intelligent, industrious, respectable women feel that they can benefit humanity and themselves by pressing their just claims for the right of suffrage, those women who do not want it need not put themselves as a stumbling block in the way. Because a woman is perfectly satisfied with her condition is no reason why she should oppose others who try to better theirs, provided they do not disturb her comfort. We are all entitled to "life, liberty and the pursuit of happiness," each in his or her own way and "God over all."

We hope none of the opponents of woman suffrage will be prevented from sending in their objections on account of the editor's "stump speech" in this number. We would also like to hear from those in favor. It is an interesting subject to discuss along with our babies and housekeeping and spring sewing and new recipes.

We kindled the natural gas this week with several "original poems" that were published from ten to forty years ago. If any should appear in this department that our readers have seen elsewhere we will take it as a favor to be informed of it. We do not want to be accessory to a fraud.

THE Woman's Department received fifty letters again this month and only had to cross the "waste basket" chestnut out of fifteen. Please recollect that there is no "ice to break" at this season of the year. Be sure and come often, but remember that visits make long friends."

SYRACUSE, N. Y., Feb. 5, 1888.

To the Editor of *Woman's Department*:

Our editress has invited us to use the columns of the *Magazine* in which to express our thoughts and opinions concerning woman suffrage. I accept the invitation and will endeavor to give you my views on this subject, over which there is so

much controversy; and as controversy is what nearly all our sex delight in, we here have great sway for our naturally talkative powers.

When God made man and woman, He gave as one of the first laws, this, that the wife should obey her husband. This law is not obsolete, although there seems to be danger of its becoming so. Can we keep this law and also vote conscientiously? Did you ever notice, friends, that the men chosen for political offices are not usually chosen because of their great goodness or real fitness for the office for which they are chosen, but more because of the strong party "pull" which they control? Now, in case women are granted the right to cast ballots, they of course will be eligible to office. If some bad men are nominated for office, then why not expect that some bad women will be also nominated? Suppose Mrs. B. should be nominated for Mayor. Not that she was in every way fitted to hold such office, for as we have known men to be placed in such an office who were the owners of saloons and pool-rooms, so also we might look for and expect to see some woman who was the owner of the most vile den in town asking for your vote to assist her in her struggle for office. The party must be held together some how. If she has the strongest "pull," then we must nominate her, so say the party leaders. Our own husbands may be of the party who advocate her cause and say to us, "You must cast your vote for Mrs. B." We despise her and our consciences rebel; yet we are told, yes, commanded, to obey our husbands. We have bitter feelings in our hearts toward the one whom we should most love; perhaps hard words follow, for we have seen people get very angry over political contests. Then, I say, our much longed for "rights" are dearly earned.

Some women say their greatest desire for the right to vote is that they may vote in favor of prohibition. Undoubtedly this number is in the minority. Those of my own acquaintance who are loudest in their efforts to make their voices heard in favor of abolishing the liquor traffic will leave husband and sons for a whole evening, to entertain themselves as best they may, while the would-be voter attends some Woman's Christian Temperance meeting held for the purpose of reforming drunkards, or to arrange some plan for closing saloons, forgetting that there was a temperance work in a more quiet way to be done at home. Be temperate in all things. If wives tried as patiently and mothers did more to prevent the husband and sons from falling into intemperate ways, we should have less need of public temperance work. If our influence will reform drunkards, surely our home influence should prevent the growth of drunkenness, and we would never have cause to cast a ballot for prohibition.

George Washington's mother died without having cast a vote. Poor woman! Yet her son George, the Father of his Country, said he could feel his mother's influence through all his life. In this way the public was benefited. More

quietly, of course, and less conspicuously, but none the less lasting.

Although Eve, our first mother, was told to obey Adam, yet she demonstrated in the apple question that she had great influence and powers of persuasion. If Eve in her simplicity could thus exercise power without rebelling against authority, surely we, with our increased knowledge of mankind, should be able to win husbands and sons to our ways of thinking and through them rule the nation. If men can make saloons so attractive that our dear ones are drawn thereto, then wives must turn their attention to their own homes and selves to win them back, and not by the muscular use of the ballot drive them home because saloon business is prohibited. Some bring us an argument that even the colored men are enfranchised, while we white women, wives and daughters of white men, are not. Ah! the angels of heaven are excluded from earth; would it seem wise for them to make complaint because they are not on an equal footing with us, angels of earth?

Perhaps some one will show me that I am wrong in my views, for of course I have many opponents, but at present I can say with one of old, "I'll never pant for public honors nor disturb my quiet with affairs of state."

Mrs. Irv. C. Ackerman.

[Some of the sisters may not agree with you as to how far wives should obey their husbands. After they have annihilated Shandy Maguire I imagine you will hear from them, but don't be frightened away.—Ed.]

For Woman's Department.

A RESPONSE.

[To Shandy Maguire's "Reply" (in Feb. Magazine) to Mrs. Nellie Bloom's "Lines to My Husband," in Nov. Magazine.]

Friend Shandy, the lines you have indited to me I have read with pleasure and delight. For I've ever asserted that men were deceitful, And I now know that I've argued quite right; For the eloquent verses you wrote in reply To the poem I composed with such care, Have served to confirm my opinion of men, Who for wives, badges of mourning wear.

I judge that from personal experience you wrote, Therefore a widower you've been; For you appear to understand how widowers dissemble,

When her casket his wife is laid in; And perchance you have shed the "crocodile" tear

O'er the partner of your bosom, so true, And, while attending her funeral, selected a "dear,"

That you soon made Mrs. F.—, No. Two.

Of course you were crape 'round your glossy, black hat,

While your tears so copiously did flow, And the kerchief you held to your tear-bedimmed eyes,

Concealed numerous "snickers" also;

Ah! how you did weep, just to keep up the sham—

The pretense of mourning; Oh! how you did grieve!

I tell you, friend Shandy, there's no truth in a man—

Formouth! they were born the fair sex to deceive.

Undoubtedly there are exceptions to the general rule,

Although very seldom they are found, For a widower remains a widower not long After the departed is laid under the ground; But when I am dead and laid under the stone, My husband sweet kisses may give To the dashing young widow or charming young girl,

So long as his kisses are mine while I live.

Many thanks, for the counsel so freely bestowed, And, be the game of short duration or long, I will play my cards well—clinging tenaciously to life.

Yes, I'll take your advice—"and hang on;" So the "sobbing and sighing, the snickering and crying!"

The shedding of "crocodile tears"—The "wife-hunting trips" and the "kiss from sweet lips,"

I shall make an effort to defer for some years.

My husband I deem to be a very good man, Therefore I ought to feel vexed

At you, who in verse have judged him to be

"No better than the rest of his sex."

But being very charitable, I feel loth to condemn

My friend, "the poet of the rail,"

And I trust, in response, I may soon hear from you.

Please grant my request, without fail.

Mrs. Nellie Bloom.
WEST OAKLAND, Cal., Feb. 18, 1888.

[It is very early in the season to stir up a hornets' nest, Mr. Maguire.—Ed.]

For Woman's Department.

REQUIESCAT IN PACE.

[Suggested by the "warning up" given us by Mrs. Harper in February Magazine.]

No more of the brave fireman's charms will we sing,

Nor with praise laud him up to the skies, Nor of Lodge strive to tell when we know its a thing Jealous guarded from our prying eyes.

That our firemen all are both noble and bold,

Not one of us has any doubt; But henceforth we shall be, if we sing this tune old From "Woman's Department" barred out.

The gavel has fallen, the fiat gone forth

That we shall turn over a leaf

Both new and instructive, write something of worth

Though our letters be never so brief.

This "Woman's Department" is our very own,

And strict to this rule we must keep;

That whatever we write is for our eyes alone, And no fireman need even peep.

Their perfections then let us no longer sing,

Nor with flattery spoil any more; Instead, let us try to make home-life a thing Of beauty and joy evermore.

The "waste basket" now and forever consign

To "innocuous desuetude,"

For it only served always to mar one line

Of a letter otherwise good.

The past is dead, then let it bury its dead,

The future anew we'll begin;

As with fresh inspiration our pencils are sped Bright laurels we surely shall win.

Ellis H. Cunningham.
DICKENSON, DAK Feb. 14, 1888.

DENISON, TEX., March 6, 1888.

To the Editor of Woman's Department:

Dear Mrs. Cunningham, who is to convince the mother that she is to blame for the "general nuisance," as you so aptly term the unruly child? Who can make a mother believe that her boys are so bad as those other ones of whom she has so much horror?

Boys live two lives, as separate as Richard Hyde and Dr. Jekyll, one for their mothers, the other for their play-fellows.

I have had occasion to observe this fact very clearly within the last few weeks. Many children have left school, on account of a rumor of scarlet fever, and almost every day since, a crowd of them, often twenty or more, have congregated near my window in a side alley. Two among them seemed to be the ringleaders, better dressed, better looking, and ought to have been better raised, but their actions did not prove it; on the contrary, they behaved more ungentelemanly and rudely than the others, if it were possible, and when my neighbor next door came out and called her own boys out of the crowd and made them come in her yard, these two made ugly faces at her and followed 'round to the other side, where there was only a fence between them, and I'm sorry to say, made themselves a very particular nuisance.

Last evening those two boys, accompanied by an older sister, came to my house visiting, and better behaved, more manly little fellows I never saw. Can it be possible that the mother knows nothing of their rudeness? They certainly know well how to behave and she must have trained them. They were very particularly interested in some fairy story books and told me confidentially that they hadn't a story book at home. Here then is one key for mothers, provide your children with pleasant recreation at home.

There are other mothers who think everything their children do is smart. Not long since, stopping at an hotel, myself and several other ladies were made most uncomfortable by the impudence of a little girl not more than six years old. The bed-rooms were without fire and we were all sitting 'round the fire in the public reception room, but this little girl made herself such an unmitigated nuisance that the most of us were glad to escape her by going upstairs and staying in a cold room for the four hours we had to remain. At supper she was at table with her mother and father; then we no longer wondered at her manners. She rapped loud and long upon her glass, and as no one came—the room was crowded and waiters few—she bawled out: "Bring me some rice, and chicken, and batter cakes, and ham, and eggs, and sausage, and— and—mamma, what else do I want?"

Mamma smiled and looked over the room to be sure that everybody was noticing, and papa said, "Coffee, dear, isn't it?"

"Why no, papa, how dull of you. I don't want coffee."

"Papa does, then; he wouldn't feel like living long if it wasn't for coffee."

"Then you are no gentleman," asserted the pert miss with a flit of her head; and mamma laughed until she almost strangled herself, and the "little dear" began calling loudly for "batter cakes and sausage," refusing to eat what they brought her, till mamma had finished her meal, and gone skipping and singing out of the room. Now, when the general nuisance is piloted by a mother of the same species, what are you going to do about it?

There is the mother who does not know they are bad. The mother who thinks they have to be, but will grow out of it, and the mother who thinks they are too smart to learn any more. Then there is the thoughtless mother; she can be reached, for she is willing to do right if she thinks of it. Please let me give you one instance of her; she lived near me once. She was a sweet lady and loved by every one, but she committed a thoughtless act that in my mind, at least, was unpardonable, for I think it as truly our duty to teach our children a loving care for animals in their charge as to teach them to love God. This mother of whom I am telling you gave her two little children, Fanny and Sam, three little kittens that they loved and persuaded them to go and drown the little things, for a quarter; if the kittens were not entirely drowned they were to lose the quarter. They came down near my house to a hole of water and I think they were three hours getting them drowned, pushing them back when they were about to escape, and getting sorry for them and taking them out awhile, the things crying piteously. At last they pronounced the quarter won with mamma's approbation and laid their favorite in the sun to dry, and in an hour it came to life and went to crying and screaming so the mother cat found it and carried it home and they lost their quarter after all, and I was heartily glad of it. That mother is likely to live to see those children kill the best friend they have for money. It is a fearful principle to teach a child. In crowded cities, or even large towns, it is much more difficult to train your children aright, because you have so much outside influence to contend against. Still if every mother did her duty faithfully this would in a measure be removed.

Dr. Talmage says: "We want some counteracting influence upon our children. The very moment your child steps into the streets he steps into temptation. There are foul-mouthed children who would like to corrupt your little ones. It will not do to keep your boys and girls in the house and make them house plants; they must have fresh air and recreation. God save your children from the scathing, blasting, damning influence of the streets! I know of no counteracting influence but the power of Christian culture and example."

All effort should be made to arouse the mothers to a full value of the fact. They either do not see, or do not heed.

Almost any one who has only her own children to contend with can lead them aright if she wishes, with the help of so many books and pa-

pers for girls as there now are. Tell us how to overcome this grinning monster which stands, like Red Ridinghood's wolf—this outside influence.

They say the world is better, society better, young people better, and Marian Harland says: "The women of the future will surpass those of this year and century as far as the homes of our land now excel in all essential advantages those of our over-wrought, underfed, short-lived grandmothers." I hope all this will be proved a fact, but the average child you meet does not proclaim it from the house tops.

Boys are the nicest little animals in the world where you want some one to pet and to love you and return full measure for all you give. I have many warm friends among little boys and always think that those I call mine (all those I like) are those who could not do a wrong or say an ugly word, until some little "rift within the lute" proclaims my mistake, and I find they can.

Irene.

[We are glad to receive this strong, helpful article of Irene's. It commends itself to the careful consideration of mothers. One solution of the question will be found in the editorial article of this number.—Ed.]

For the Magazine.

TO MY HUSBAND.

"Dear Wife," how beautifully strange
To see it written out so clear.
Indeed, it seems the greatest change
In you, for many a year.
I wonder that you travel back
To honeyed days of yore.
Those days, you mind, there was no lack
Of tender, sweetened lore.

You say you're troubled with the "blues."
I do not wonder that you are,
So out of retrospection, choose
To draw again a husband's share.
I've often told you, court'ing days
Were days by "us" remembered long—
E'er woman learned a husband's "ways,"
Or learned to trill a cradle song.

You call me "darling," too, in rhyme—
The old pet name seems new to me,
Because, perhaps, old Father Time
Has left a print where you can see.
But all along is track of life,
I have been faithful—true as steel.
I gave to you in youth, a wife,
And have been such through woe and weal.

I know the knot which bound me tight,
To you was only loosely tied,
The husband's bondage seems so light,
While freedom is to me denied.
I mean the dart which Cupid sent,
That pinned me to a life of care,
Just pierced your coat—and off you went,
And courted other ladies fair.

You mind, a southern trip you took—
'Twas business—so you said to me—
Then letters came—you wrote a book
In answer to the rivalry.
And now your conscience troubles you.
As you look back o'er life's track,
You find some work you can't undo—
Your happiness is on the rack.

If you should die—of course you will—
I know you'd have a funeral grand.
The tears my kerechief sure would fill
And streak the color on my—hand.

Indeed, I'll wear a long black veil,
And bonnet made of fluffy crepe,
And fine black dresses made to trail,
With mourning fixin's all in shape.

I know I'd miss you for awhile,
But, thanks, you have proposed a plan,
I really think I'd learn to smile
If I should find a rich old man.
I s'pose you're guessing at the rest—
How cold and lonely I would be—
With just a year, when I possessed
Some one to share the grief with me.

It may seem cruel, thus to talk
On solemn subjects such as these,
When all along life's daily walk
We tried so much ourselves to please,
But then, I know if I should die,
Perhaps three months would flit between—
You'd don new clothes, and off you'd fly,
And win a wife of sweet sixteen.

Mrs. Maguire.

[Shandy, you've gotten yourself into trouble.—Ed.]

For the Firemen's Magazine.

TO "SHANDY MAGUIRE,"

[In the Interest of Granite State Lodge, Concord,
N. H.]

Brave "Shandy Maguire," my dull pen you inspire,
And likewise, my paper and ink;
Yes, almost, (though it were a difficult task)
That part of my head where I think.

Your muse is so bright that I just laugh outright
If I catch but a snatch of her song.
And buttons and strings prove the weakness of things
If her rollicking theme she prolong.

His creed I revere who takes truth for his spear,
Whose helmet and breast-plate are prayer,
And his courage admire who can jest in the fire,
Yes, and laugh in the face of despair.

You have studied your kind to some purpose I find,
In your answer to dear Mrs. Bloom,
For a widower's grief, like his sack-coat, is brief,
When he's once out of sight of the tomb.

But "Shandy," dear "Shandy," (that's rhythmic
candy—

Don't take it in earnest I pray.)
I cannot subscribe, not for friendship nor bribe,
To all the fine things that you say.

For instance, that "women should worship their
men,"

Did you mean it, now honest and true?
Oh, lie on you "Shandy," such treason to bandy,
Just put it the other way, too.

Well, though I could write all the rest of the
night,
Common-sense says I'd better cry halt,
Lest the powers that be among themselves should
agree
That my length is a serious fault.

For though but last month Mrs. Editor said
That no waste basket crouched on her floor,
With its red tongue athirst for its usual prey,
My manuscript's innocent gore,

Yet still she might think this would make good
stop-chink,
Or a nest for ye sanctum rat.

So I'll here sign my name, for approval or blame,
And my real name, "Shandy," at that.

Allice O. Darting.

[Hit again, Shandy.—Ed.]

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

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Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

MAY, 1888.

The Reading and the C., B. & Q.

MR. EDITOR:—When the strike began on the Chicago, Burlington & Quincy railway, a contingency arose which was as unexpected as it was unprovided for, in the shape of reports given the widest circulation by the press, that the engineers and firemen employed on the Philadelphia & Reading railroad, smarting under the defeat sustained in the strike on that road and attributing the cause of such defeat to members of the Brotherhood of Locomotive Engineers, had determined to have revenge by taking the places vacated by the striking engineers and firemen on the Burlington.

Grand Chief Arthur and Grand Master Sargent met representatives of the Reading men on their arrival at Chicago, chief among whom were Mr. Joseph Cahill, Secretary of the Executive Committee of the Employés of the Philadelphia & Reading railroad system, and Mr. James Gleason.

The result of this meeting was the agreement upon the part of Messrs. Arthur and Sargent to request the members of both Brotherhoods, who it was alleged had taken the positions vacated by the men who struck on the Reading system to resign their places, guaranteeing them the financial support of both Brotherhoods; the representatives of the Reading system agreeing to call back such of their men as had taken places on the Burlington, to stop those enroute and those contemplating coming West to take positions on the C., B. & Q.

It goes without saying that the situation under these circumstances gave no little concern to the men out on the Burlington, for the belief existed that it was not possible for the Burlington management to secure sufficient help to successfully operate its lines; but that an organized body of men of the same calling, acting concertedly, should appear on the scene, was a subject that caused alarm in Brotherhood circles.

The writer always being a strenuous advocate of the federation of labor, and more particularly of railroad employés had the honor to be dele-

gated with the mission of endeavoring to assist the carrying out of the agreement previously referred to, and investigate as far as possible the charges of the Reading men in regard to the members of the Brotherhoods taking their places, as well as to explain the true situation on the Burlington and enlist the support and sympathy of the Eastern brethren.

Accordingly, acting under the instructions from Chief Engineer Arthur and Grand Master Sargent, the writer left for Philadelphia, arriving Sunday evening, March 4th, and was met by Bro. Harry Walton, Chairman of the Grand Executive Board of the Brotherhood of Locomotive Firemen, to whose efforts and untiring zeal is due in a great measure whatever success this mission has accomplished.

In company with Bros. Walton and Kepper, a consultation was had with the Central Committee of the Reading men at their headquarters in Keystone hall on the following morning.

We were received very courteously, the situation on both railroads being thoroughly discussed in conference lasting about three hours.

The Committee utterly repudiated Mr. Cahill's right to speak for them and insisted upon the ordering out of every Brotherhood man on the Reading.

The original cause of the strike on the Reading system was the refusal upon the part of a crew to place cars in the warehouse of J. Taylor & Sons, owing to that firm employing non-union men.

This firm had no connection with the railroad other than a business one and was paying very good wages to their employes. Four or five crews were subsequently discharged for successively refusing to perform the same work, the strike was ordered on December 23, 1887, and three days later declared off on the assurance, so the Committee says, of Superintendent Swelgard's promise to arbitrate the difficulty. The men were to report for work on December 27th, at 7 A. M., the dispatches being sent out on the line the previous evening.

The men at Pottsville did not receive dispatch to return to work until about 1 P. M., of December 27th, and when they applied for their places were locked out.

A curious feature of this part of the affair is the fact that while the men on that system had the most thorough organization, embracing almost every branch of the service, including telegraph operators, and, as they claim, held a receipt for the dispatch ordering the strike off sent from Philadelphia to Pottsville, a distance of 100 miles, early in the evening of December 26th, and the same not being received until 1 P. M. of the following day shows that some one made a blunder, or it was the act of some designing knave.

The writer deprecates the necessity of resorting to the extreme measure of a strike upon the part of wage workers; but when that necessity arises, believes that every branch of the service should be called into action, artillery, infantry, cavalry and every other force available, figuratively speaking; the committee who handled the

Reading affair takes especial pride in the fact that they were so mindful of the public's interests that they did not call out on the first strike the passenger service, the most important on any railroad; when the second strike was ordered December 27th, only a small percentage of the engine service responded, namely eighty-eight engineers and one hundred and twenty-five firemen and this was the force that created so much concern and the subject of so much attention by the press; it is true that a larger number of men of different occupations did come west for that purpose professedly locomotive engineer and firemen and it did not require more than the mere assurance on their part that they were engineers or firemen, and members of the Knights of Labor to procure transportation to Chicago, where they were put through the formality of an examination as to their qualifications; the evidence submitted before the Illinois State Railroad Commissioners showing that many of them never stepped upon the foot board until they did so as full-fledged engineers and firemen, entrusted with the care of life and property.

Of the original eighty-eight engineers who left the service of the Reading system on the second order to strike, twenty had not left Philadelphia.

The Central Committee of the Reading strikers, after the fact had been explained to them that the compliance with their ultimatum rested with the men employed on the Reading, for the Chiefs of both Brotherhoods had not the power to order a strike; submitted a proposition to the effect that Chiefs Arthur and Sargent should play a *bluff* on the Reading management and threaten a strike of the Brotherhood men on that system if they would not reinstate the men out on that road.

That the committee at this time realized that they were fighting a losing fight is self-evident, and this proposition in the face of facts that subsequent investigation proved was one that would have been ridiculous.

At the opening of this strike there were not over twenty Brotherhood engineers employed on the Reading system. When the men left their places a number of the old engineers who were employed on that road prior to the 1887 strike of the engineers, and who had been engaged in various occupations in Philadelphia and vicinity and who had left the Brotherhood at that time owing to its failure to win that strike and the consequent loss of their positions, entered the service of the Reading, for this was the opportunity they had been praying for for years.

Out of the number who done this we were unable to find but eleven members of the Brotherhood of Locomotive Engineers and seven members of the Brotherhood of Locomotive Firemen.

To have called out this small number of men, even if it were possible, would have had no effect, for the system employs in its service over 800 engines.

The men belonging to the Brotherhoods understanding their rights under the laws of the same would not entertain the proposition, for

they believed it would be a sacrifice to no purpose.

The writer prior to this investigation did not believe it possible that such organization existed upon the Reading system, embracing nearly every branch of the service; that it has been productive of much good is beyond question, shorter hours of service and better pay having resulted therefrom; but "the carrying of a chip upon the shoulder" policy of some of the leaders has resulted disastrously, the slightest ripple was taken advantage of to provoke trouble; the necessary discipline that must be observed in carrying on the large business interests of such a system was almost utterly destroyed.

That certain of the leaders were using the power of the organization to their own purposes is evident from the fact that they were drawing pay from the company for services, while attending to the business of the organization and drawing pay from the organization for the same service.

The action of Local Assembly No. 9852, of Mahanoy Plane, wherein they adopted resolutions "deprecating the late railroaders' and miners strike as a hasty and impetuous mistake, condemning the Executive Committee for refusing to declare the railroad strike off and determining to surrender the charter of the Assembly, and to pursue a course in the future by which we may avoid a recurrence of past mistakes which have been so detrimental to our own interests and welfare," shows that the affair was one that did not meet with the support of the men, and would not have attained the proportions it did had it not been for the fear of the appellation of "scab" that remaining at work would have brought with it.

The fact that going outside of the company's jurisdiction in the first place when it was performing its duties as a common carrier, for cause to quarrel was wrong, and while this strike is charged up as another one against the Order of the Knights of Labor, the writer contends that it was not a Knight of Labor strike, the fundamental principle of that Order, "Arbitration" being never attempted until the strike was caused by the impetuosity of the crews refusing to deliver cars to the warehouse mentioned, the laws of that order were totally ignored even to the formation of the properly authorized Boards to handle such affairs; Executive Committees, Central Committees, X, Y and Z Committees having been intrusted with its interests, the natural consequence was a confusion of authority and chaos generally.

The relations between the several labor organizations in the so-called "City of Brotherly Love," seemed to be somewhat strained and the local situation there was accepted by the men who left to take the positions of those battling for their rights in the west, as the reflex of that obtaining elsewhere and while they expressed deprecation of the act upon the part of those men, yet believed that in the future all labor organizations should and would arrive at some understanding

that will prevent one being used to batten the brains of the other.

We held a union meeting of the Lodges of the Brotherhood of Locomotive Firemen, of Philadelphia and vicinity, which was largely attended and after a thorough discussion of the situation, resolutions were adopted pledging their moral and financial support to their brethren in the west.

Brother Walton and myself had the pleasure of spending an evening with Messrs. T. V. Powderly and John W. Hayes, of the Knights of Labor, the struggle on the Burlington being informally the topic of conversation, both gentlemen expressing their sincere desire that the efforts of the engineers and firemen would be crowned with victory and volunteered every effort within their power to bring about that end, heartily advocating the necessity of a common understanding and cordial relation existing between all branches of Labor's army.

Being ordered to attend the union meeting of the engineers and fireman at Tammany hall, on Sunday, March 11th, I had the honor of address-upon the part of the Brotherhood of Locomotive Firemen, the largest and most enthusiastic meeting of its kind it has ever been my good fortune to attend, the particulars of which are fresh in the minds of our members and it would be needless repetition to rehearse its proceedings here. Let it suffice to say that I hope and trust the feelings expressed by the New York men are shared by the members of both organizations throughout the land.

To engineers Sawyer, McGuire, Fudway, Clark and Despatcher VanTassel, and Bros. Wetzel, Donohue and others, of New York, and Bros. Walton, Kepner, Dupell and the brothers of Philadelphia, who in every way in their power assisted me in this mission, I return my sincere thanks.

Fraternally,
John J. Delaney.

POINT EDWARD, March 26, 1888.

Editor Firemen's Magazine:

DEAR SIR AND BROS.:—On looking through the March number of the *Magazine* we noticed an article entitled "Hiring Engineers," which concludes with the statement that "if there are locomotive firemen who demand any other policy, they are acting in a way well calculated to defeat their best interests, and in a way that will not secure the approval of the B. of L. F."

Now, Mr. Editor, we have read the article carefully and we cannot agree with all the points referred to. On the G. T. R. (the road on which we are employed) there are no engineers hired, and if there were, we do not know when our ambition to become engineers would ever be fulfilled. We start as engine wipers and have to be nineteen (19) years old before we can assume even that position, and on an average have to wipe three or four years and perhaps then may be promoted to firemen, and there are lots of men who have fired from seven to twelve years, the older of whom may have done spare running but who do not seem to stand any chance of be-

coming permanent engineers. On our road, if a misfortune overtakes an engineman (if his case is not one of gross negligence or carelessness) he is put back to firing for awhile, and in consequence, there are not many men discharged.

Now, Mr. Editor, we claim to be loyal and true members of the B. of L. F., but if this article is the policy of the Brotherhood we would never stand a chance of becoming an engineer, and we think if this was to be our proposal, on this road at least, it would not be the policy of the men of the Grand Trunk system, as we have to work many years before we get promoted, and we enter the service with the understanding that when our turn comes, according to seniority, we shall so take our turn for promotion. Hoping that you will see this in the light and spirit it is written, with no wish to dictate to you but to state our opinion and express the hope that the time may never come on the Grand Trunk when they will hire engineers, no matter how competent they may be. That is, so long as we, as members of the B. of L. F., are able to take (after a service of from seven to twelve years as fireman) the duties and responsibilities of the engineman.

"221."

[In formulating propositions embodying principles of action, "the greatest good to the greatest number" should always predominate. The converse of the maxim would be the greatest good to the smallest number. It is only required to put the statement in the latter form to discover that it is totally untenable. We appreciate fully the position taken by "221," but submit that it is not broad enough to meet with general approval, in fact, it occurs to us that the writer's statements are in serious conflict with his conclusions, and most certainly such would be true if the Grand Trunk policy were to be universally adopted. If a man has to serve from seven to twelve years as a wiper and fireman before he becomes an engineer, it needs no argument to demonstrate the justice of the proposition that when he does become an engineer he should not be made to serve again in such positions, but such would inevitably be the result on the Grand Trunk road, provided an engineer should lose his place. He could not be hired, he must be promoted, and to be promoted he must be degraded. According to "221" there are two distinct stages in the service of firemen. First, that of "wiper," in which he serves from three to four years. Second, that of fireman, in which he may have served from two to eight years. Suppose the Grand Trunk policy were to be adopted by all the roads, what would be the result? A fireman from the G. T., after having served twelve years as wiper and fireman, would be required to go back to wiping. He finds his toil, his experience and long training of no value, absolutely thrown away. It would not matter what credentials he could pro-

duce, what testimonials of character and proficiency. He would be told, "on this road we do not hire firemen, we promote wipers, and you must begin again at the bottom round." And, mind, the same fate would befall the engineer. He could not be hired, he must be promoted, and to be promoted, he, too, must again become a wiper. Our theory is, that in no department of human endeavor should there be found an iron clad rule which denies a man the benefit of his skill, the result of labor and experience. A thoroughly equipped fireman should be permitted to reap all of the advantages of his knowledge, and the same should be true of the engineer. The principle is founded in justice, and whatever may be true in isolated cases, always exceptional, the rule will hold good, that once an engineer always an engineer, and that includes the experience from the bottom to the top round of the ladder.—ED. MAGAZINE.]

For the Magazine:

GRATITUDE.

I went to the mail this morning,
As my usual custom has been,
To see if some friend or kinsman
Had written to me again;
At first to be disappointed,
For I thought there was nothing for me
Till they handed me out a package,
And I wondered what it could be.

I experienced a strange sensation
As I hastily broke the seal,
Scarcely daring a guess to venture
What the opening might reveal.
The surprise was, indeed, most pleasant,
For the contents soon was seen
To be a beautiful volume
Of the "Firemen's Magazine."

You cannot tell how it pleased me
Just to think that I had won
The confidence of the giver
That such a thing should be done.
And the more I thought of the matter
The more I was filled with surprise,
Till I found that tears of affection
Were beginning to dim my eyes.

Then turning the pages over,
I thought of the noble men
Of whose deeds so brave and daring
I could read again and again.
Yet another thought sunk deeper,
To the very depths of my soul;
I was certain that very volume
Was paid for by shoveling coal.

Perhaps through a northern blizzard,
Perhaps through the woods of Maine,
Perhaps in the Rocky Mountains
Or over some barren plain,
Some "Knight of the Scoop" had labored
Through the midnight, dark and deep
To pay for that handsome present,
While I was in bed asleep.

And thus, by these few short stanzas,
I would show, in my simple way,
The hearty appreciation
Of the gift I received to day;
And my prayer, a tide of desires
That fondly flows and ebbs,
Is that God may bless all the firemen
And the giver, Eugene V. Debs.

—Geo. W. Hall.

STANBERRY, Mo., April 3, 1888.

PINE BLUFF, ARK., January 24, 1888.

Editor Firemen's Magazine:

It may be agreeable to the Brotherhood to hear from 163. I am glad to say that several of the Knights of the Scoop have changed sides and are giving good satisfaction as plug pullers. Bros. Hope and Hineman are handling switch engines in Pine Bluff. Bro. Jones, as right, and Bro. Woodard, left hand men, are holding down the 105 on the slick car, run between the Bluff and Texarkana. Bro. Murray is running a scrap-pile on construction between Jonesboro and Bird's Point. Bro. Whalen divides his time between being night Master Mechanic at Jonesboro and running extra. He had a difficulty with a Rocky Mountain goat lately, and had to take her to Pine Bluff for an overhauling. The talk is that Con. is on the eve of getting married. I hope it is the truth, as I would like to smoke a good Havana, that is, if he has any. Bro. Carson is a general utility engineer, but he gets there just the same. Bro. Elghme, of 163, and Bro. Decker, of 44, are running extra. Bro. Smith handles the 50 on construction. Bro. Smith has been with us several years, but has never taken a withdrawal from his maiden Lodge to help swell the membership of 163. I think it time he had joined us, and likewise a good many more members who are working here and belong to other Lodges. I had almost forgotten to mention Bro. Henderson. He is quite a dude since he discarded the scoop, but he is not so far gone but what he can give the right hand of fellowship to those who deserve it. Bro. Eyster is on the engineer's list also.

As for the Brothers who are firing I can't say much about them, as there are so many strange faces among them that I can hardly pick out those I know. Bro. Corder is down on Bullfrog branch and does not get a chance to attend the theaters very often, but when he does it is on Friday night. Ask some of the boys who were barred out about it; they can explain better than I can. We have a good set of boys here, all around, and I do not see the necessity of letting so many meeting nights go by without having any meeting. I hope they will take a greater interest in the Lodge in the future, and not have it said by visiting members that there is no Lodge in Pine Bluff.

The veteran engineer of the Cotton Belt, Mr. J. J. Sweeney, who was injured in a collision some time ago, is improving slowly.

Frosty.

TRENTON, N. J., January 16, 1888.

To the Editor of Firemen's Magazine:

Bro. Jos. F. Decator, of 253, has taken his wife and family on a visit to Lambertville for a little recreation and we hope he will not go astray as this is the first time he has been away from home with his family in four years; we anxiously await his return.

There was lately a surprise for Bro. Robert Golding, his wife presenting him with a bouncing baby; it will never be a fireman for it is not built that way.

F.

Personal.

A TWELVE-POUND boy has arrived at the home of Bro. E. W. Wallbaum, the efficient Receiver of Chicago Lodge, No. 95, and Joy reigns supreme.

The best wishes of the boys are lavished upon Bro. D. Keer, member of 118, and his bride, Mrs. Keer, *nee* Miss J. Lay, who were married February 2d, 1888.

The members of Salt Lake Lodge, No. 178, deeply sympathize with their Bro. Fred Hill and his wife, in the loss of their daughter, which occurred February 10, 1888.

The sincerest sympathy is expressed for Bro. J. J. Leahy, of our Grand Executive Board, whose home is in mourning consequent upon the death of a kind old mother.

S. D. McQUINN, an honorary member of Chamberlain Lodge, No. 186, has gone into the furniture business at Los Angeles, Cal., and all the boys wish him the largest measure of success.

On March 3d the wife of Bro. Frank A. Locke, of Boston Lodge, No. 57, passed away after a lingering illness. She was an earnest, devoted Christian, loved and respected by all who knew her.

The second annual ball given under the auspices of Altoona Lodge, No. 287, promises to be the best of the season. It will be under the management of Bros. Armstrong, Gerhart, Allen and Miller.

We had the pleasure some days since of a call from Bro. Wm. H. Slater, Collector of J. M. Raymond Lodge No. 49. We found Bro. Slater a most agreeable gentleman, thoroughly posted and a zealous Brotherhood worker.

BRO. J. C. HOLES, of No. 287, is now hauling a first-class train on the D. K. Rainey Railroad and there is no reason why he should not come to all stations on time, for he has the right of way over all tralms both ways.

BROS. R. V. LESLIE and F. E. Stevens, of Green Mountain Lodge, No. 301, have lately been promoted on the St. Johnsbury & Lake Champlain division of the Boston & Lowell R. R. Promotion seems to be the order of the times.

A SHORT time ago, Bro. Fred. L. Harvey, one of the old stand-bys of Northwestern Lodge, No. 82, joyously passed around the cigars to the boys, the happy occasion being the addition to his family of a ten pound girl. Such events are worth celebrating.

We have a most encouraging letter from Bro. Harry Young, Secretary of Kennesaw Lodge, No. 247. He reports a number of promotions, and says the Lodge is in better condition than ever before, with good prospects of becoming the banner Lodge of the South.

J. F. Tously, of Forest City Lodge, No. 10, was recently made happy by Mrs. T., who presented him with a boy baby. Such occurrences are frequent but are not therefore the less felicitous, and are always fruitful of generous wishes for health and happiness.

BRO. JAS. R. LINK, member of Star of the East Lodge, No. 118, is reported in a delightful state of mind, having been presented with a bouncing boy, who will at no distant day handle the scoop. It will be well if the newcomer makes as good a stoker as his father.

INFORMATION comes from Augusta that Bro. Wm. Farley, better known as "Nubbins," recently made the great leap from the scoop to the throttle, and having laid aside the scoop now sits serenely on the right hand side with his left hand on the throttle. Success to Bro. Farley, his promotion is the reward of long service and fidelity to obligation.

We are pleased to learn that Bro. Edward Rosevear and Frank Igo, of Altoona Lodge, No. 287, have been promoted to the right hand side of their engines. They are two bright young men and are well liked by all the boys, and it is hoped that they will prove successful.

A. F. SHEDD, member of Excelsior Lodge No. 11, for twenty-seven years an engineer, can boast of being the largest man in the Brotherhood, weighing 274 pounds. Bro. Shedd is not only large physically, but morally and intellectually he is a large Brotherhood man.

BRO. WM. WEILER, Secretary and Receiver of Byram Lodge, No. 271, widely known throughout our jurisdiction as one of the main-stays of the Order in the east, is thoroughly devoted to the interests of the Brotherhood and is zealous in promoting its welfare on all occasions.

THOMAS P. SMITH, one of the popular members of Forest City Lodge, No. 10, was married February 3d, 1888, to Miss Jennie Underwood, an estimable young lady of Cleveland. Bro. Smith and wife will reside in the Forest City, and they have the best wishes of the members of No. 10 and a large circle of friends.

P. Witzel, Receiver of Just in Time Lodge, No. 149, and Magazine Agent, is distinguished for being a hard and earnest worker. In looking after the interests of the Lodge he is always on the alert. He recognizes the importance of promptness, and in every respect sets an example of fortitude and fidelity.

It is pleasant to state that Bros. A. T. Eggleston, Master, and Nat. Sawyer, Secretary, of Metropolitan Lodge, No. 363, have been promoted to the responsible position of engineers. Promotions of the boys are occurring daily, and the fact is in the highest degree creditable to the morals of the membership of the Brotherhood.

BRO. M. J. LYNCH, member of Metropolitan Lodge, No. 363, and Magazine Agent, is a hustler and no mistake, and his good work for the Magazine shows him to be deeply in earnest and deserving of the gratitude of the Brotherhood. Bro. Lynch is a man who believes what is worth doing should be done well and thoroughly. It is a good motto.

LEE LODGE, No. 275, of Richmond, Va., it is gratifying to state, is coming grandly to the front as one of the best of the Order. Its officers are thoroughly in sympathy with the principles and purposes of the Brotherhood, and are therefore a credit, not only to this Lodge, but to society. A Lodge of Locomotive Firemen should always exert such influences in society as to make its members the peers of the best.

BRO. S. F. MILHEIM, Master of Onoka Lodge, No. 211, not only thoroughly understands the Constitution of the Order, but enforces its provisions with a conscientious regard for the welfare of his Lodge—and it may be said of all the officers of 211, that they are model men, profoundly interested in the welfare of the Brotherhood.

WHILE attending the Union meeting at Easton, Pa., we were the guests of Bro. Jas. R. Morris, Collector of Onoka Lodge, No. 211. Bro. Morris and his affable wife, at their pretty home in South Easton, made our visit highly enjoyable, and their two beautiful children added to the felicities of our visit, for which our acknowledgments are due.

F. C. DONIGAN, Master of Just in Time Lodge, No. 149, is in a position to do good work for the Brotherhood, and no opportunity is omitted to place the Order before the public in a way to secure the respect and esteem of society. He is to an exceptional degree the right man in the right place, and presides over not only a "Just in Time" Lodge, but one that is wide awake and progressive.

MARRIED.—Lively-Sturdivant. On March 5th, by the Rev. M. Stakely, of the First Baptist church in Washington, D. C., Caxton M. Lively, of Richmond, Va., to Miss Dora Estelle, daughter of Robt. Lee Sturdivant, of Petersburg, Va. The groom is an honored member of Lee Lodge, No. 275, and starts out upon wedded life with the hearty congratulations of all his fellow members.

We record with much satisfaction the pleasure it afforded us recently in meeting Bro. Joseph Capner, Jr., Master of Adopted Daughter Lodge, No. 3, of Jersey City. We were the recipient of numerous courtesies at his hands, which were highly appreciated. We also had the pleasure of meeting Bro. Pete Logan, member of the same Lodge, who was very kind. He is a large hearted brother whom it is a pleasure to meet at home or abroad.

MR. E. J. RAUCH, Road Foreman of Engines, of the Elevated Roads, New York, was an invited guest at the Union meeting recently held at Easton, Pa. His presence was a source of the greatest satisfaction to all. Genial and companionable, his society was sought after by all, and being a capital story teller, he was at all times the central figure of every jolly group, and became a universal favorite, and it is pleasant to know while affording others so much enjoyment he found the occasion replete with pleasure to himself.

MISS CORA SMITH, of Columbus, daughter of the veteran B. & O. engineer, P. H. Smith, was united in marriage to Mr. J. C. Sudbury, Jr., of this place, on the 15th inst., at the residence of the bride's parents, in the presence of the immediate friends and relatives. They were the recipients of a large number of useful presents. The happy couple go to housekeeping at No. 70 East Main street, and their friends join in wishing them joy and prosperity. The groom is fireman on the B. & O. passenger engine No. 765, and a staunch member of the B. of L. F.

The foregoing, from the Newark, Ohio, *Daily American*, will be of interest to the many friends of the groom, Bro. J. C. Sudbury, who is an honored member of Taylor Lodge, No. 175. The *Magazine* tenders its heartfelt congratulations to the pappy couple.

THE American Railway Master Mechanics' Association will meet in twenty-first annual convention at Alexandria Bay, N. Y., at 9 A. M., on June 19th. Extensive preparations are being made for the reception and entertainment of delegates.

We heartily commend to the thoughtful consideration of every locomotive engineer and fireman in America, the noble and honorable sentiments expressed in an article headed "Hiring Engineers," in the March number of the "Locomotive Firemen's Magazine."—*The Locomotive Engineer*.

We are indebted to E. A. Holbrook, Esq., the popular General Ticket and Passenger Agent of the excellent Rock Island route, for a picture in pearl, of a locomotive, handsomely framed and which graces one of the front windows of the Grand Lodge office, where it attracts much attention and is greatly admired, as a work of art. The picture speaks volumes for the aesthetic culture of Mr. Holbrook, and is a new and beautiful departure in the art of advertising.

The attention of our readers is called to the special inducements of Messrs. James Means & Co., the Boston shoe merchants, whose advertisement appears elsewhere. Messrs. Means & Co. have one of the oldest establishments in the east, and are doing an immense business. Satisfaction is guaranteed in every case. If you want a good bargain try the goods of James Means & Co., 41 Lincoln street, Boston, Mass.

We acknowledge, with pleasure, the compliment of an invitation to the first Annual Union Picnic, to take place Wednesday, June 20th, 1888, under the auspices of Iron City Lodge No. 318, of Pittsburg, Pa., and Holbrook Lodge No. 378, of Chartiers, Pa. The picnic will be held in Alliquippa Grove, and will be, we feel assured, a most delightful occasion. Our best wishes are extended, and it goes without saying, that we should be delighted to make one of the happy, joyous company.

UNFORTUNATELY perhaps, but nevertheless true, the *Magazine* cannot by any possibility, accommodate a tithe of the matter which, within the past month, has poured in upon us, and the situation is made still more embarrassing, by the demands which the C., B. & Q. strike has made upon our space. In such emergencies, all that we can do is to exercise the wisest discretion we can command, and trust to the generous consideration of the patrons of the *Magazine* until the time shall come for another increase of our pages.

We take special pleasure in acknowledging the receipt of a draft for one hundred dollars, a contribution to our Relief fund, made by E. Shott, Esq., jeweler, No. 276 West Fifth street, Cincinnati, Ohio. The contribution was made to a committee, members of O. K. Lodge No. 269, consisting of Bros. Geo. S. Kershner, Elmer Hathorn and H. E. McKenzie, and demonstrates very conclusively, that there are in every community business men who are willing, upon solicitation, to contribute liberally of their means to help working men obtain justice in any struggle against corporate oppression.

We acknowledge the receipt of an invitation, extended by the committee, of which E. C. Gasnell, is chairman, to attend the first union meeting of the Brotherhood of Railroad Brakemen, to be held in Pittsburg, Pa., commencing May 1st, with an open meeting, and ending May 5th, with a picnic. It would afford us great pleasure to be present during the meeting and to contribute in any way in our power to its success—and if circumstances permit, we shall avail ourselves of the opportunity afforded to enjoy the pleasures of the occasion.

The publishers of *Scribner's Magazine*, announce that they will begin, in their June number, the publication of a series of illustrated articles on Railways. That the articles will possess merit in a high degree will be conceded, when it is known that they are to be written by men specially qualified for the task, as for instance, Thomas Curtis Clark, will write of "Building a Railroad." John Bogart, will recite "Engineering Feats;" Gen. Horace Porter, will discuss "Passenger Travel," and the subject of "Locomotives and Cars," will be treated by M. N. Forney. Besides the articles on the subjects mentioned, the series will include others of special interest to railroad men and the general public. There will be in connection with the text, a wealth of illustrations which will add indefinitely to the interest and popularity of the articles. The field is inviting, and the well-known enterprise of the publishers of the magazine in which the articles are to appear, affords assurance that every requirement will be fully met.

We notice in the *St. Louis Globe-Democrat* of April 6th, a communication from a railway conductor, in which he makes reference to the published statements of the Secretary of the O. R. C., referring to locomotive engineers. The writer very strongly intimates that Mr. Wm. P. Daniels, the Secretary, does not represent the sentiments of many conductors, and puts himself on record as one of the number. He thinks the utterances of Secretary Daniels are calculated to widen the breach between conductors and engineers, and is ill-timed and in bad spirit. He says:

Notwithstanding the strife in some localities there is a vast number of conductors and engineers, members of both Orders, who are working together in harmony. Bro. Daniels' creed is calculated to disturb this. We must, if we would invite respect for our principles, extend all possible forbearance to those whom we conceive to be wrong.

It is gratifying to know that there are members of the O. R. C., who regard it prudent to disown some of the sentiments expressed by their Grand Secretary, and we are confident, that at no distant day, the brotherhoods of railway employes will see the necessity of federation for the purpose of obtaining fair play and fair pay.

A very satisfactory settlement was effected on the St. Louis & San Francisco railway, on April 14th, by which the engineers and firemen in the service of that company will be materially benefitted. Classification was totally abolished, and under the new schedule, engineers in the passenger service will be paid three and one-half cents per mile, and in the freight service, four cents per mile. Passenger firemen will receive 54 per cent., and freight firemen 57 and 58 per cent of

the engineers' schedule. Allowance will also be made for over-time. The system embraces 1,446 miles of track and is one of the best equipped roads in the country. Mr. H. L. Morrill is the General Manager, and the courteous treatment he bestowed upon the committee of engineers and firemen that presented the schedule, will be remembered to his credit and honor. It will be observed that the schedule of the engineers is precisely the same that was presented to the officials of the C. B. & Q., and which precipitated the trouble on that road. Grand Master Sargent speaks in glowing terms of the Frisco management.

The *Locomotive Engineer*, in its April issue, has a capital article on "graded pay," in which the inherent and monstrous injustice of the policy is brought into such conspicuousness, that any way-faring man, or rail-faring man, though half-blind and half-witted, could not possibly fail to see and appreciate the points made; even railroad managers ought to recognize the fact that their schemes are thoroughly understood. The *Engineer*, referring to the firemen "in the northwest troubles," says they "know that the man who manages a railroad in the interest of stock gamblers cares not one iota whether the firemen are ever promoted or not." Promotion from a sense of justice, is not practiced by the managers of roads that insist upon "graded pay," or classification. We quote a few pertinent paragraphs:

If all managers could have four or five grades of pay they would soon have the country full of engineers, as they would take pains to find an excuse to dismiss men as fast as they got to the full pay notch.

With the country full of half-starved engineers, the management could cut wages down to the rate they would like, and once down they would remain down.

If one man runs an engine on freight, and daily goes over the road with fifty cars, getting there for \$3.00, it hardly looks fair that another man should do the same work for \$2.00.

On any road where graded pay is in vogue, the company are just as willing to use a cheap man on an important train as a full pay one. If the company is sued for damages in case of trouble from incompetency, the manager is always ready to swear that the third-class pay engineer is a first-class engineer in every particular—but he pays him third-class pay because he is inexperienced. Like Mickey Flynn's whisky, "it will keep you warm in winter and in summer it will freeze you."

The roads that practice "graded pay" do it for the purpose of pocketing the money honestly earned by their employes, and such is the verdict of all fair minded men.

In another column will be found the advertisement of J. S. Townsend, wholesale jeweler, of Chicago, to which we invite the special attention of our readers. Mr. Townsend is thoroughly reliable, and any one desiring a good watch at easy terms will do well to give him a call.

C. B. & Q. NOTES.

On April 12th a union meeting of Engineers, Firemen and Brakemen was held at Logansport, Ind., which was well attended. Addresses were made by prominent members of the several Orders and the greatest enthusiasm prevailed. It was unanimously resolved to stand by the "Q" strikers and give them all the financial support needed to make their cause triumphant.

In Terre Haute, it has been decided to hold regular Union meetings of Engineers and Firemen, during the continuance of the strike on the C. B. & Q. At these meetings, the situation in discussed and the Brotherhoods, by being kept posted, are in a position to act with the greatest promptness as exigencies may require. The meetings are productive of good feeling and are well calculated to promote the welfare of the two great Brotherhoods.

Thousands of the readers of the *Magazine*, will be glad to learn that Harry Walton, of the Grand Executive Board, acted in conjunction with Bro. Delaney in carrying forward the Reading investigation. It is needless to say that his services were most valuable as they always are when wise counsels are in demand. Bro. Walton is in every instance the right man in the right place. His genial nature is not more conspicuous than his wisdom and firmness, and these characteristics are always found in harmony.

W. E. Burns, of the Grand Executive Board of the B. of L. F., has been from the first a most zealous and efficient worker in the interests of the engineers and firemen of the C. B. & Q. system. He has visited many of the principal points on the road and by well timed addresses and prudent advice, accomplished much good. Thoroughly familiar with all the questions involved, Bro. Burns was able to render highly efficient assistance in every stage of the strike.

The Union meeting of Engineers and Firemen held in the Hall of Eureka Lodge B. of L. F. Sunday night, April 8, was largely attended by members of the two Brotherhoods. The Grand Secretary and Treasurer of the B. of L. F. addressed the meeting, his topic being the strike on the C., B. & Q. Several brief speeches were made by engineers and firemen. The greatest harmony prevailed and at the close of the meeting about \$1,000 was subscribed to aid the brethren of the C., B. & Q., and steps were taken to solicit subscriptions from the citizens, for the same purpose which promise large returns.

It seems invidious to particularize in a matter when all worked with unflagging zeal in the interest of all concerned in the C., B. & Q. strike, but it would be a serious oversight to go to press without referring to

the excellent work done by our Vice Grand Master, John J. Hannahan. He travelled and spoke continually. At Denver in the extreme west, his services were highly appreciated. He traversed the entire system and was indefatigable, and wherever he went he aroused the enthusiasm of the men, and held them in line. A born orator his eloquent tongue found worthy employment and his breathing thoughts and burning words left their mark wherever he spoke.

Past Grand Master F. W. Arnold, of the B. of L. F., has been at Chicago during the strike, and as was expected, evinced a profound interest in the welfare of those boys. Bro. Arnold, willing to sacrifice personal interests, remained in Chicago a number of days participating in the councils of the Brotherhood, making suggestions, the result of long experience, and doing what he could to win a victory. We understand that Bro. Arnold is a candidate for Mayor of Columbus, Ohio, and most certainly, if the workingmen of that prosperous capital, want a representative man in that office, they will vote for Bro. Arnold regardless of all partisan considerations.

It affords us pleasure to speak of Bro. John J. Delaney, of Chicago, member of Garden City Lodge, No 50, who was commissioned by Grand Master Sargent, to visit Philadelphia and New York and other points on the Philadelphia & Reading system, for the purpose of investigating the grounds of complaint made by the Knights of Labor, that Brotherhood men had taken the place of Knights in the Reading strike. A thorough investigation was made and very little foundation was discovered for the complaint. Bro. Delaney ascertained that in a few instances Brotherhood firemen had accepted situations, but in no sense involving the Brotherhood or any of its officials. Bro. Sargent was fortunate in selecting Bro. Delaney for the mission, for he rendered valuable services. He is an able young man and his report of the situation was all that could have been expected.

We could scarcely perform a more painful duty, than to record the humiliating fact that a few Brotherhood firemen fell from their manhood to the degrading level of "scabs" on the C. B. & Q. Some of these men were in the employ of the company at the time the strike was inaugurated, others came from the Reading system and other parts of the country. It is difficult to properly characterize such apostacy. To see a brother(?) disregard the most binding obligations for the purpose of injuring another brother; to step into the place abandoned because of flagrant injustice, is an exhibition of meanness of which only the most contemptible natures can be guilty—such crea-

tures, who still wear the Brotherhood badge, cannot be too soon expelled from the Order. The B. of L. F. is not a "scab" organization, and the sooner they are out of it the better. When the strike ends, let the roll be called, and let every deserter be summarily dismissed. The "scab" is out of place in the company of decent men.

The circular issued by Chairman Hoge, which appears elsewhere in this issue of the *Magazine*, was introduced in the House of Representatives, March 27, by Congressman Lawler, of Chicago, and appears in full in the *Congressional Record* of that date, on page 2,526. Preliminary proceedings were as follows:

Mr. Lawler. I have a statement of the locomotive engineers and firemen of the Chicago, Burlington & Quincy lines of road which they desire presented for the information and consideration of Congress. I ask that the statement be read and printed in the *Record*.

There was no objection, and it was so ordered. The statement is as follows:

Resolved, That the locomotive engineers and firemen of the Chicago, Burlington & Quincy lines of road present for the consideration of Congress and the public a statement of the causes which led to the strike now in existence on the aforesaid railroad, and that said statement be referred to the Committee on Commerce, and for the information of the members of Congress the same be printed in the *Record*.

By the action of Mr. Lawler, the facts of the C., B. & Q. strike are before the lawmakers of the nation, and we doubt not but they will arrest the attention of that class of state-men who are giving the question of labor the consideration which its importance merits.

The following letter, praising the Chicago, Burlington & Quincy Railroad is, as will be seen, from the pen of one William B. Gott, Engineer, and it is important that the readers of the *Magazine* should have a correct account of the individual, that a proper estimate may be placed upon his statements. Gott has been repeatedly suspended from the service of the P. R. R., and was finally discharged for running off the track, after being properly flagged by section men. At one time Gott, was C. E. of Division 287, B. of L. E., but was expelled for defrauding the Division and betraying confidence. With this description, his letter will at once be taken for what it is worth. It simply demonstrates the desperate methods resorted to by the C. B. & Q. to maintain its position. Gott's letter is as follows:

GALSBURG, ILL., April 1, 1888.

To Whom It May Concern—I, the undersigned, a practical locomotive engineer and railroad man, who have served the great Pennsylvania railroad company a large number of years in the several capacities of passenger engineer, round-house and road foreman, trainmaster, etc., after having a month's experience on the lines of the Chicago, Burlington & Quincy railroad, do unhesitatingly say that said road is operated by the most courteous and gentlemanly set of men that I have come in contact with, and that their road

bed, rolling stock and machinery is unequaled and can't be excelled even by the great Pennsylvania railroad.

Further, that I know whereof I speak when I say that there was no cause whatever for the Brotherhood of Locomotive Engineers' strike. Employees of this department treated and paid better than any other road within my knowledge. The strikers' places have been filled with non-brotherhood men and a very large percentage of these men are No. 1 men who have been able to sustain themselves without the aid of the Brotherhood of Locomotive Engineers or Locomotive Firemen. They are men capable of sustaining themselves. Notwithstanding the false statements of the would-be dictator, P. M. Arthur, these engineers now on the Chicago, Burlington & Quincy who are largely his superiors who can learn him how to build and run an engine, who are both sober and intelligent, who fear God, not man, and have never yet had to leave Chicago to escape justice, but are likely to hold positions of trust on the Chicago, Burlington & Quincy when you are doing penance for past transgressions.

The great strike which bid fair to paralyze the business interests of the entire west, is now in the last throes of dissolution. Through the efficient management of the officers of this vast system of railway the law of supply and demand has been vindicated and we again breathe as freemen. All trains are now moving with regularity and dispatch over the entire system of the Chicago, Burlington & Quincy railroad. More anon.

WILLIAM B. GOTT,
Engineer.

In the early stage of the strike, Bro. S. M. Stevens, ex-Grand Organizer of the B. of L. F. was commissioned by Grand Chief Arthur, and Grand Master Sargent, to go to Kansas City and assume direction of affairs in the interest of the men who left the C., B. & Q. system February 27. No better selection could have been made. With large executive ability, Bro. Stevens combines perseverance and intimate familiarity with railroad fraternities. He knows the rights of railway employees and he knows the wrongs they have endured, and no man is more fruitful in methods to secure the right and overcome the wrong. In the C., B. & Q. struggle Bro. Stevens has responded manfully to every requirement, and by his prudence and unflagging zeal, has contributed largely to the defiant attitude that has characterized the strike from the first. As an indication of the deep interest taken by Bro. Stevens in the welfare of the men who are seeking to obtain justice at the hands of the C., B. & Q. managers, we reproduce from the *Kansas City Times*, the following letter addressed to the officers and members of the Brotherhoods of Locomotive Engineers and Firemen of the Burlington system.

KANSAS CITY, Mo., March 27, 1888.

Gentlemen and Brothers: In this trying hour of your lives, permit one who knows you and understands the cause for which you are so manfully battling, to address you.

The men of Chicago, Aurora, Galesburg, Beardstown, Burlington, Brookfield, Hannibal and Creston will, I am led to believe, require no introduction to their old friend and organizer.

It was my privilege in the past to counsel with you, and it was our united efforts that made this splendid exhibition of loyalty and devotion to a just cause possible.

Our Brotherhood taught us to know that

"alone in life, weak, unfortunate man finds but a position of slave to his master. But when to him comes this knowledge that the united strength of the many will overcome the forces of the few, then the crushed slave rises to the position of a freeman and the master accords to him the rights and privileges of his manhood."

Let me, with the majority of the people of the country, before whom your case has been tried and who concede that your cause is just, congratulate you on having carried on the struggle for four long weeks without marring the good name of our Brotherhood or tarnishing your reputation as law abiding citizens.

Let us scan the field and see what you have done. You have forced the officials of the Chicago, Burlington & Quincy railroad to acknowledge that in our united brotherhoods they have met foemen worthy of their steel.

Driven to extreme measures by past wrongs at their hands, you have, by concerted action, made a great line of traffic, spanning half a continent, totter to its fall.

Destruction of property and fear of accidents by would-be patrons, through the unreliableness and incompetency of your successors have cut down the earnings of the Burlington company \$1,200,000 during the past month, as compared with the corresponding month of last year.

You have made the name of Stone when compared with such men as St. John, Howitt, Milder, Clark, Jeffrey, Chappell and many other "broad gauged" railroad managers, appear like a pigmy among giants.

Keep up the fight a while longer and you will thrille the loss to the company and reach the hearts of the stockholders through their purse strings.

Burlington stock at 121 as against 127½ on the 27th day of February, means curses loud and long hurled at the head of some one. At future meetings of Boston money bags, somebody will hear something drop. When that drop comes let Mr. Henry B. Stone stand clear: for the wrath of those who have entrusted their property to his keeping will fall upon his head, and he will be sure to pass out of the service which he is neither by nature nor past experience fitted to fill.

In conclusion let me say that in your struggle you have my fullest sympathy, and, so far as I am able, my aid.

With best wishes for you and your families I am, as always, your friend,

S. M. STEVENS.

The letter has the right ring, and graphically outlines the demoralized condition of the road which stubbornly refuses to do an act of justice to tried and faithful employes.

The Facts as They Exist.

On March 17, Chairman S. E. Hoge, issued a circular with the above caption, for the purpose of informing the membership of the B. of L. E. and the B. of L. F. throughout their entire jurisdictions the real situation, and the reasons why the men left the employment of the C., B. & Q. It is an important document and because there may be some lingering misapprehension in the minds of some firemen, we reproduce the circular in the *Magazine*, and this we do all the more readily, because the circular is historical in its character and statements. We bespeak for it a careful perusal, being satisfied that if a lingering doubt remains in the mind of any fireman, the facts as stated in the circular, will remove them. The following is the full text of the circular:

The officers of the Chicago, Burlington &

Quincy Railroad Company have circulated throughout the country what we shall show to be a very misleading statement of the matters in issue between the engineers and firemen formerly employed on that road and themselves. For the purpose of more effectively misleading the public the circular is addressed to the engineers and firemen. Of course, it is intended for the public.

We shall not resort to the trick of addressing the Chicago, Burlington & Quincy Road, but address the public, for whom this is intended, directly.

In the Road's circular referred to, which is under date of February 22, appears the following:

The important changes which your committee suggests are as follows: "First. Pay to be governed solely by the miles run, without regard to other conditions or circumstances."

"Secondly. A large average increase in existing rates of pay."

"Third. The abolition of any classification based upon length of service, age or experience."

In relation to the first statement we reply that we have requested our compensation to be fixed by the mile, because that is the method upon which compensation is based on nine-tenths of the railroads in operation in the United States. It is misleading to say that this compensation is sought to be fixed "without regard to other conditions or circumstances."

True, there are some runs on branches of the "Q" road where the engineers' responsibility appears to be less than that on the main lines, because he has to haul a smaller number of cars. But the road carefully conceals the fact that on all of these branches where the engineer has a smaller number of cars to care for he is compelled, at the end of his trip, to take care of his engine by performing the work known to engineers as that of a "hostler." The imposition of this labor upon him saves the company the expense of employing a man at this work. On the main lines the engineers' work is ended when his train is taken in to its point of destination, and the work of the hostler is done in the round-house by an extra man employed for that purpose. It will therefore be seen by the public that the men who are supposed to have easy runs under the present system are compelled to do extra work in addition to those easy runs, and are so worked as to save the company the wages of a hostler.

While it is correctly stated that we ask our pay to be based upon the number of miles run, it must also be understood that we care very little about the terms used by the road. They can continue to pay by the trip in place of paying by the mile, if they prefer that system, providing, however, that they pay us as much as other roads pay for trips of the same length. The fact is that it is as broad as it is long how the wages are computed, whether by mile or by trip. If the desire is to pay men honestly and fairly, without throwing any dust in their eyes, or in the eyes of the public, at the same rates as other roads, it will be seen that it is immaterial whether the compensation is termed by the trip or by the mile. To illustrate: If a man runs one hundred miles on a passenger train we say he should be paid \$3.50. This rate is paid by the Rock Island Road, the Santa Fe Road, the Wabash system, and other roads too numerous to mention. The "Q" Road, not desiring to pay upon the basis which would enable a fair comparison of its wages to be made with those of other companies, abandons the mile scheme and simply says: "We will pay you \$3 for the trip," which means, in other words, 3 cents per mile for what other roads pay 3½ cents for. We think this pretense is too transparent to need very much discussion.

Second. It is true that we demand a large average increase in existing rates of pay. But the public must not be misled into the supposition that we are demanding a large increase from the "Q" over what is paid by its rivals. If

the "Q" gives to us the large increase which we demand, it will only then place us on a footing with the employes of other roads, and it will only then be called upon to pay precisely what its neighbors and rivals pay and have paid for years. If it is a fact that it will require a large average increase of our wages to be made before we are placed on an equality with the employes of other roads—and we concede that it is a fact—this only proves that for many years the "Q" has had the advantage of shaving from its employes a large portion of the wages which it should have paid them. Although in justice we ought to ask it to make restitution for the past we do not do so. We only ask it to deal fairly with us in that future.

In answer to the third point made by the Road, viz.: That we ask the abolition of any classification based upon length of service, age or experience, we have to say that that statement is also misleading. Our position is this: If an engineer be competent to take charge of the best train on the "Q" road then he ought to get the best pay, and it is immaterial whether he is thirty or ninety years old. When the "Q" road places a man in charge of one of its great express trains, and intrusts to him the precious lives of its patrons, by that act it certifies that he is a first-class engineer, and he ought to receive pay on the road's own certificate.

Our position is: That a man who does the work of a first-class engineer ought to receive the pay of a first-class engineer.

The "Q's" position is this: It places a man in a position which requires at his hands the skill and ability of a first-class engineer. The first year he is in that position it pays him much less than a first-class engineer's wages. The second year it slightly advances his wages, but still keeps them less than the first-class engineer's. The third year he is paid their highest wages for an engineer. The result is that it is constantly gaining, from the men who are only serving in their first and second year, a large discount of wages. It also gains all the percentage in this transaction, because a number of men who work the first or second year do not stay in the company's employ long enough to be entitled to the first-class wages that are given to the man who has served his third year. These first and second year men who happen to leave to engage in other occupations are replaced by other first and second year men, and so the road manages to keep a large percentage of employes at under rates. We have no objection to its paying those who have been a long time on the road any extra gratuity it wishes. Nor will we ever complain if in its generosity it desires to pension men who have served it faithfully for a great many years. But we do insist that one of two things must be true: Either, first, that the engineers are first-class men and entitled to first-class pay; or, second, that the public is deceived when it is asked to travel on trains run by men who are entitled only to second or third-class compensation.

What is said in relation to the engineer applies also to the case of the fireman, because on all the roads the fireman's wages are based upon those of the engineer, and the fireman receives from 55 to 60 per cent. of what the engineer's wages are. Therefore a shaving down of the engineer's wages means a shaving down of the fireman's wages, so that on all sides the peculiar system adopted by the "Q" Road manages to punish its workmen and enlarge its treasury.

But have we just cause of complaint? Are the engineers and firemen of the "Q" Road seeking to take any advantage of that corporation? Have they just cause of complaint? Are they paid now as well as employes performing like services on rival roads?

We invite the attention of the public to the following comparisons: On the "Q" Road there is a round trip between Rockford and Aurora which is made 26 times a month by the engineer.

On the Northwestern Road there is a round

trip between Rockford and Chicago which is also made 26 times per month.

The Northwestern round trip is 22 miles greater than the "Q" round trip. The Northwestern engineer travels 572 miles per month more than the "Q's" engineer.

At the rate of compensation asked by the engineers, viz.: 3½ cents per mile, the Northwestern road should only pay \$20.02 per month to the engineer on the Rockford to Chicago trip greater than that paid to the "Q" engineer who runs on the Rockford-to-Aurora trip. But the fact is that the "Q" road pays its engineer only \$104.00 per month, while the Northwestern pays its engineer \$175.00. The "Q" engineer holds just as responsible a position as the engineer on the Northwestern. He has to cross three intersecting roads in the making of his trip, and in addition to his work as an engineer the labor of hostling, or caring for the engine, is imposed upon him, while the engineer for the Northwestern is not obliged to care for his engine. The latter's work begins when he jumps on the engine at one end of the trip and ceases when he delivers it at the other end.

On the Pan Handle Road the freight engineer who runs from Indianapolis to Bradford, a distance of 105 miles, receives \$4.25 for the trip, his fireman receives \$2.15.

On the "Q" Road the round trip run from Galesburg to Peoria is 105 miles for which the engineer receives \$3.00 and the fireman \$2.10.

From Quincy to Colchester, the round trip, is 107 miles. The "Q" Road pays its engineer for that trip \$3.75, and its fireman \$2.15.

For runs of 100 miles on the Union Pacific Road the engineer on passenger trains receives \$3.85. The "Q" Road is a competitor of the Union Pacific, and for a long distance travels over parallel lines through country of precisely the same character. Yet we have only asked \$3.50 per 100 miles for a passenger engineer on the "Q" Road.

The engineer on the Sterling-Branch run draws \$34.10 for 90 miles. He stops in Rock Falls six hours, and takes care of his own engine. The engineer that runs the Batavia and Geneva Accommodation receives \$7.10. And the Chicago and Northwestern pays for like runs \$96.20, the distance being two miles greater on the Chicago, Burlington & Quincy.

The reason we ask more pay for the branch runs is to compensate the men for the extra work done, on account of the engineers having to do the work of a machinist.

The engineer on the Rockford Way Freight runs nightly (twenty-six nights constituting one month), for which he receives \$56.00. Fireman, \$35.00 per month.

The engineers on the East Mall, Chicago, Burlington & Quincy, 125 miles per day, receive \$97.50 for twenty-six days' time. The engineers on the Chicago & Northwestern, for the same services, receive \$120.00.

The runs on the main line of the Chicago, Burlington & Quincy, 125 miles per day, 35 days per month, amount received, \$131.00. On the Trunk Lines out of Chicago for the same service the engineers receive \$161.00.

The engineers on the Buda & Vermont Branch of the "Q" line, 188 3-10 miles per day, 26 days constituting one month, receive for same \$125.50. The Chicago & Northwestern Railroad pays for like service \$181.00.

We desire further to state that no first-class engineer on the Chicago & Northwestern receives less than \$96.20 for 26 days' work, if ready for duty.

The Rock Island Road pays its engineers on all of its passenger trains \$3.60 and its firemen \$2.15 for the 100 mile run from Galesburg to Quincy.

The Quincy Road only pays \$3.50 for this same run to the engineers on a few of its heaviest trains—like the Kansas City one,—and on all other trains it pay only \$3.37½. It only pays its fireman \$2.00 when with the engineer who is paid \$3.50, and \$1.90 when with the engineer who receives \$3.37½.

The Rock Island Road pays \$4.15 for a run of 100 miles to its freight engineers, and does not require them to act as hostlers for their engines. The Quincy Road pays its freight engineer on the 101-mile run from Galva to New Boston, \$3.75. This run is on a branch road and the engineer is compelled to do hostlers' duty for his engine at both ends of his run.

Let us compare two short runs: The first is on the Chicago, Milwaukee & St. Paul Road. The round trip between Chicago & Elgin is 74 miles, for which the engineer is paid \$3.70. The engineer has full control of his time every second day and has not to act as hostler for his engine. The second is on the "Q" Road. The round trip between Chicago and Aurora is 57 miles. The engineer is paid \$3.35. He has to "hostle" his engine, and his entire time belongs to the road. Some days he has to be under the orders for 18 hours a per day.

Complaint is made in the Road's circular because we asked that "Galesburg Division engineers and firemen be not required to run east of Aurora." The idea sought to be conveyed by the company is that this request is unreasonable and calculated to impose greater expense on the road. The fact is that compliance with this request will not impose one cent of extra expense on the road. No objection has been offered to running the engines through from Galesburg to Chicago. The change of crews—engineers and firemen—at Aurora will not increase the company's outlay. There are about 300 of the engineers and firemen who live in Aurora. Many of these men own their homes; some of these homes, however, are not entirely paid for. If they are compelled to run from Galesburg to Chicago and return, they would have to sacrifice their property and remove either to Galesburg or to Chicago. They ask that the crews be made to run on the one end of the route only, from Chicago to Aurora and return, and on the other end only from Galesburg to Aurora and return. If we were paid on the mile system, the change of crews would not cost the road one cent.

It is also complained that we ask that some arrangement be made in relation to passing Brotherhood men on the "Q" trains. We make no demand in this regard. Our purpose in making this request was to get some uniform rule put in force on this road the same as prevails on other roads. We have no right to demand this. We did not demand it. Our desire was, while we were negotiating to get this question now unsettled so determined that the conductors would hereafter know precisely what to do, and thus be able to avoid conflicts. The company can decide this as it pleases. It does not stand in the road of a settlement.

A Pleasant Letter.

The following very complimentary and agreeable letter, which will explain itself, and for which we acknowledge our thanks to the talented writer, was received a few days ago and added indefinitely to our felicities:

MILWAUKEE, April 12, 1888.

Say, how dare you have the audacity to continue sending me that vile book of trash (the fireman's magazine) which there is no head nor tail to their is by far more information in the german almanac. The Milwaukee citizens are far more enlightened than your cobweb hostlers of Hungry Terrehaute. Trusting that you will not send me another copy of that Discusting little sheet I remain yours with *Respect*

TOM DELANY
431 Vermont St.

Let another shipwreck be your sea-mark. That neglected cold carried your friend into consumption and over the dark waters, but Warner's Log Cabin Cough and Consumption Remedy would have taken her into the harbor of health.

STILL FIRM.

There is now a big strike
On the C. B. & Q.,
And the struggle will show
That we are true blue.

We are striking for principle,
We are striking for right,
We are striking for manhood,
We must win the fight.

If the "Q" don't give up
We will make her a wreck,
She will go to the bottom
With a "Stone" round her neck.

They may hire old Pinkerton
And all of his crew,
But he will go down
With the C. B. & Q.

For truth is mighty
And must prevail,
And the Brotherhood Ship
Is under full sail.

For our pilot knows
What he is about,
And we can do up
The Burlington Route.

The waters just now
Are a little bit rough,
But our timber is made
Of such good, solid stuff

That we'll weather this gale
And come out ahead
And Henry B. Stone
Will wish he was dead.

For he is no match
For our noble Grand Chief,
And this is a truth
He will learn to his grief.

God bless our Grand Officers,
They are doing us proud;
They will cover Stone over
With a funeral shroud.

And now, my dear Brothers,
Just a word to you here:
Remember your manhood
And all you hold dear.

The eyes of the world
Are now fixed upon you,
And all of your actions
They will criticize, too.

So be true to yourselves,
And your manhood hold dear,
Just keep up your courage,
And the result never fear.

You who have babies
And you who have wives,
Stick to your principles
As you would to your lives.

Don't falter a minute—
Just hold to your grip,
And we'll send Mr. Stone
Round the world for a trip.

BURLINGTON, IOWA, March 21, 1888.

IMPROMPTU by Col. J. B. Maynard, upon
hearing that the Switchmen had struck:

When the Switchmen struck
The coupling pins flew,
And there was h—l to pay
On the C. B. & Q.

MEMORIAL

To the Brotherhood "Engineers and Firemen of the "Q,"

The Twenty-Sixth of February will be a Memorial day.

When the "Q" against their Enginemen were decked in battle array.

Arrayed against skilled labor (which the Nation will surely have)

To fill their greedy purses, for that is what they crave.

They are filling up with Enginemen from the Reading road, they say—

All good men at the throttle, but will surely earn their pay.

If a man says: "I'm an Engineer," right then they make a grab,

But, instead of an Engineer, they certainly catch a "scab."

Their road is paralyzed from end to end, we know;

They say their trains are right on time, but that don't make it so.

Instead of public opinion in their favor, they do find

The people have no confidence in getting o'er the line.

They get side-tracked, have collisions and other kinds of trouble,

(It does not help them out in this to have their tracks all double);

Engines burned out, cars smashed and everything working wrong,

But they want to freeze good men out, who would move the thing along.

They have a greed none can exceed, for the paltry, hard old dollar,

On every one these men ask for they make the eagle "holler."

Their cry is all for liberty, but they will not let them go

Like other roads are doing, for they "cawn't do it, you know."

But many a year will come and go before it will gain the place

That it held with all the people before this struggling race—

A struggle for equal rights, which our statutes say are free.

Labor is asking equality, but the "Q" says, "No, sir, 'ee."

We hope you will all stand firm and never give an inch,

And we hope the brothers will help you, the harder the shoe does pinch.

For if the "Q" does gain the day, no order in the land

Can ask for equal wages, or before Monopoly stand.

Now you see the fate of Labor staring you in the face.

It lays with you and Monopoly as to who will win the race.

Be true to one another and the ups and downs withstand.

And peace will surely reign again throughout this noble land.

—Stephen Stane.

MARCH 20, 1888.

A Grand Ball.

ESCANABA, MICH., February 14, 1888.

Mineral King Lodge, No. 129, gave a grand ball January 27, at Opera Hall, 1,000 invitations were issued and from 700 to 800 persons were in attendance. It was pronounced one of the grandest social entertainments ever given in this city, and it will long be remembered with pleasure by

those who were fortunate enough to be present. The hall was handsomely decorated with red, white and blue bunting, over 400 yards being used. Four large American flags were artistically arranged, forming a beautiful center over the heads of the dancers. Around the walls and pillars were numerous mottoes, such as "Welcome to Our Guests," "E. V. Debs," "Mineral King, No. 129, B. of L. F.," "Protection, Industry, Sobriety and Benevolence." On the stage was a full size locomotive painted on canvas, the headlight throwing its rays around the hall, it looked so real that one seeing it at first would almost fancy it coming toward them. This is the property of S. M. Stevens Lodge, of Marquette, and was loaned to us for the occasion. On the south end of the hall were two large paintings, one a C. & N. W. freight train representing its different branches, the other an iron ore train, reminding the boys of summer days and pleasant runs. Two electric lights, three locomotive headlights, thirty-seven C. & N. W. red, white, blue and green lanterns, and eighty Chinese lights, formed a brilliant scene. The grand march was called at 9:30 by the ringing of a locomotive bell, and was led by Mr. I. K. Haring and Mrs. T. Green, followed by Mr. Chas. Gagon and his sister, Miss Gagon. The height of the former named gentleman being six feet five inches, and the latter four feet; this arrangement gave much amusement to all present. Supper was served at the New Ludington hotel, in a most sumptuous style, the old saying "eat, drink and be merry," being practically demonstrated by all who partook of the mid-night repast. After supper, dancing was again resumed and continued till early dawn.

Our worthy Master, Bro. R. E. Gorham, is deserving of great credit for the persistent way in which he carried out the arrangements. He is an artist of the first order and we all feel very proud of him. The ball was a complete success from beginning to end, socially and financially, and we have ample cause for general rejoicing.

One of the Boys.

The Settlement of the Ohio Valley.

In December, 1778, Israel Ludlow and twenty-five fellow-pioneers landed where Cincinnati now stands in metropolitan pride, and the citizens of Cincinnati propose to have, during the month of July, a centennial celebration of the historical event, and already preparations on a magnificent scale are in progress.

During the centennial celebration there is to be a Locomotive Firemen's day, hereafter to be designated, at which time all the Lodges in Ohio, Indiana and Illinois are expected to be represented, and the membership of all the Lodges in the States named, to the largest extent possible, are expected to participate.

The program for the day includes a parade of all the firemen in the city in uniform, and one of the features of the parade will be a full sized locomotive under a full head of steam, manned by the Grand officers of the Brotherhood. In the evening a grand ball will be given on Price's Hill, overlooking the city, and in addition, there will be a splendid exhibition of fireworks, and other delightful attractions will be introduced.

It is desired that each Lodge in the States of Ohio, Indiana and Illinois shall take fifty tickets at 50 cents each, it being understood that the proceeds of the occasion shall go to the Firemen who have fought so nobly for their rights on the C., B. & Q. system.

Members of the Order throughout the country are most urgently and cordially invited to be present and take part in the parade and festivities, and arrangements will be made to accommodate all visiting members.

The celebration in all of its features will be under the auspices of O. K. Lodge No. 289, who will provide the uniforms for all who join in the parade. The occasion promises to be one of great interest to those who participate in the festivities, and the seventy Lodges of Ohio, Indiana and Illinois, which are expected to contribute to make the day one of the most brilliant in the

history of the Order, have it in their power to realize the most sanguine expectations of the originators of the enterprise.

All correspondence should be addressed to G. S. Kerchner, 276 W. 5th St., Covington, Ky., who is Chairman of the Executive Committee, his associates on the committee being E. Hathorn and J. Stuban.

Resolutions.

ST. LOUIS, MO., January 26, 1888.

At a regular meeting of Industrial Lodge, No. 21, B. of L. F., held January 24th, 1888, the lodge was presented with an elegant altar cover and a beautiful Bible with the name and number of the lodge inscribed in beautiful gilt letters on the cover, by Mrs. A. Paul and Miss N. Carroll. The presentation was made by Bro. John D. Fisher, and it was unanimously

Resolved, That we tender a sincere vote of thanks to Mrs. Paul and Miss Carroll for the elegant gift, for it is something that the members of Industrial Lodge, No. 21, feel very proud of, and it is hoped will be a benefit to the members of the lodge, and serve to elevate them in the estimation of the Supreme Ruler of the Universe, and their fellow men, by following its teachings; and be it further

Resolved, That a copy of these resolutions be sent to the *Firemen's Magazine*, for publication, and a copy to Mrs. Paul and Miss Carroll with our best wishes, and may the Brotherhood of Locomotive Firemen always stand as it now stands in their estimation. Also that a copy be placed placed on the minutes of the meeting.

JOHN D. FISHER,
PHIL C. SNYDER, } *Committee*.
WM. MURPHY,

SAN BERNARDINO, CAL., January 10, 1888.

At a regular meeting of San Diego Lodge, No. 90, held in their hall January 8th, 1888, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased the all wise Ruler of the Universe to remove by death Bro. Charles Grupe, who was fatally injured in a wreck at Los Angeles, December 11, 1887,

WHEREAS, It is but just that a fitting tribute of his many virtues be had; therefore be it

Resolved, That while we bow in humble submission to the will of the most high, yet we none the less mourn his untimely death, stricken down as he was in the vigor of noble manhood at his post of duty, and whose many acts of benevolence, and many virtues and wise counsels had endeared him to all;

Resolved, That in his death the Brotherhood has lost a warm advocate of its principles, the Lodge an efficient brother whom all were pleased to meet, and we as individuals an agreeable and esteemed associate.

Resolved, That the heartfelt sympathy of this Lodge be extended to his relatives in their affliction.

Resolved, As a token of respect to our departed brother, that our Charter be draped in mourning for thirty days, and that these resolutions be entered on the minutes of the Lodge, and a copy given to his mother and sisters; also published in the *Magazine*.

C. B. LUMSDEN,
I. W. HILLARD, } *Committee*.
E. W. NESBIT,

LIVINGSTON, MONTANA, January 12, 1888.

At a special meeting of Custer Lodge, No. 191, B. of L. F., the following resolutions were adopted:

WHEREAS, In a railway accident two miles west of Gray Cliff, on the N. P. R. R. H. Munroe, engineer, and Erick Gustafson, fireman, lost their lives, and

WHEREAS, In the death of our esteemed and worthy brother, E. Gustafson, we recognize the will of divine Providence, an illustration of the

universal truth that death comes to all. Bro. Gustafson's death leaves the once happy hearts of his brothers and sisters and friends in sorrow. In the Lodge room there is sorrow and gloom because our beloved brother has departed forever and

WHEREAS, It was impossible for enough of the members of this Lodge to repair to the place of accident and take charge of our brother, therefore be it

Resolved, That the officials, conductor of train, engineers of National Park Division No. 232, traveling brothers and all others who assisted in any way, have our sincere thanks and gratitude and

Resolved, That we herewith express our gratification in being able to have the last sad rites performed at the same time and place over the two who had worked together so long and passed away together and who will be borne away on the same train to their relatives, and be it further

Resolved, That the citizens of Livingston lost two honest and worthy fellow citizens and we a faithful, beloved brother and friend.

Resolved, That a copy of the resolutions be handed to the *Livingston Enterprise* and that a copy be sent to the *Firemen's Magazine* for publication, also a copy to the relatives of the deceased and that the same be placed on file and spread on the minutes of the meeting.

PETER SORRENSON,
THOMAS BROWN, } *Committee*.
JOHN BENSON.

TRURO, N. S., January 14, 1888.

At a regular meeting of Sunbeam Lodge No. 171, the following resolutions were unanimously adopted:

WHEREAS, It is with profound regret we are called upon for the first time since our organization to announce the death of an esteemed and honored brother, Alex. D. Murray, who was fatally injured by the boiler of his engine exploding at Stellarton, on December 5th, 1887, causing death to ensue on January 10th, 1888, and

WHEREAS, In the death of Bro. Alex. D. Murray, this Lodge lost a good member, and the Order an earnest supporter, his wife a loving husband, his father and mother a dutiful son; therefore

Resolved, That as a token of respect we drape our Charter in mourning for the space of sixty days.

Resolved, That a copy of these resolutions be given to his bereaved family and published in the *Locomotive Firemen's Magazine*, *Trades' Journal*, and *Guardian* newspapers.

D. W. DUNCAN,
T. W. HENNESSY, } *Committee*.
F. M. WHITE.

MEADVILLE, PA., January 14, 1888.

At a special meeting of Loyal Lodge, No. 207, B. of L. F., held December 31, 1887, the following resolutions of condolence were unanimously adopted:

WHEREAS, It has pleased Almighty God to remove from our midst our beloved brother and companion, Arthur Irwin, who, while in the faithful discharge of duty, lost his life by a collision on the N. Y. P. & O. R. R., near Geneva, on Saturday, the 31st day of December, 1887; therefore, be it

Resolved, That in the death of Bro. Irwin, this Lodge has been called to mourn the loss of a brother who was ever ready to help on any good work of the Order, and to help in caring for the needy and distressed.

Resolved, That we deeply sympathize with the bereaved mother and brothers and sisters of our deceased brother, for while they mourn the loss of a kind and loving son and brother, we mourn the absence and loss of a friend and companion, who was beloved by all who knew him, and we earnestly pray that God, in His infinite mercy, will enable them, and we, his brothers, frater-

nally, to bear up under our sad bereavement with Christian spirit and resignation, and humbly submit to His Divine will.

Resolved, That in respect to our brother our Charter be draped in mourning for sixty days, and a copy of these resolutions with the seal of the Lodge attached, be sent to the family of our deceased brother, and printed in the *Firemen's Magazine*, and in the Meadville daily papers, and entered upon the records of the Lodge.

THOMAS S. TAYLOR,
CHARLES HIGGINS, } *Committee*.
P. H. SWARTWOUT,

ELMIRA, N. Y., February 5, 1888.

At a regular meeting of Wheaton Lodge, No. 242, held Sunday, February 5, 1888, the following resolutions were unanimously adopted:

Whereas, By the ruling of the Divine Master, who has seen proper to remove from among us Bro. Alvin T. Spencer, who was fatally injured at Ralstown, Pa., on Wednesday evening, January 18, 1888, we are called upon for the second time in the history of our Lodge, to mourn the loss of a young and worthy member; therefore be it

Resolved, That while we recognize in this, as in all things, the hand of a Supreme Grand Master, we none the less mourn the loss of our worthy departed brother who was so early cut down in the full vigor of manhood; and be it further

Resolved, That in the death of Bro. Spencer, the Brotherhood has lost a true and devoted member, the company a valued servant, the sorrowing wife a kind and loving husband, and the aged parents an ever dutiful son.

Resolved, That we tender to the sorrowing widow, and family of our deceased brother our heartfelt condolence, and commend them to Him who alone can alleviate earth's deepest sorrows.

Resolved, That the thanks of the Lodge be tendered to Superintendent Mead for his kindness in furnishing a special train to members and friends for conveyance to place of burial at Watkins, N. Y.

Resolved, That as a tribute of respect to the memory of our departed brother, we drape our Charter in mourning for the space of thirty days; that these resolutions be placed upon the minutes of the Lodge, and that a copy be given to the sorrowing wife and mother, and a copy be sent to the *Locomotive Firemen's Magazine*.

J. H. BARTHOLOMEW,
EMERY DENIO, } *Committee*.
WM. M. BACON,

Acknowledgments.

RAT PORTAGE, ONT., January 25, 1888.

To the *Employees of the C. P. Ry.*:

DEAR FRIENDS:—Permit me to return my sincere thanks for the very kind and generous testimonials of which you have made me the recipient, namely two handsome chairs and footstool. I shall ever prize your beautiful gift as a mark of your esteem, more precious than gold, and remember you one and all with profound gratitude as long as life is spared me.

Yours fraternally,
SAMUEL WILSON.

MOBERLY, MO., January 25, 1888.

MR. EDITOR:—Through the columns of your most popular *Magazine*, I desire to thank the brave boys of Anchor Lodge, No. 54, Moberly, Mo., for the handsome present I received from their hands, consisting of a solid silver toilet set with all requisite toilet articles attached. In my heart I can find no sentiment which will do them more good as to the esteem in which I will always hold them than, "Long live good old Anchor Lodge, No. 54." Hoping this will find space in your valuable *Magazine*, I am, Respectfully yours,

LIZZIE SEELY.

SPRINGFIELD, Mo. January 19, 1888.

To the *Brotherhood of Locomotive Firemen*:

DEAR SIRS AND BROTHERS:—It is with feelings of gratitude I acknowledge the payment of my claim by a draft for \$1,500 on the above date. I also desire to return sincere thanks to the members of No. 51 for their kindness. Wishing you all success, I remain yours very respectfully,

JOHN H. TRUESDELL.

JANESVILLE, WIS., January 22, 1888.

MR. EDITOR:—Through the columns of your *Magazine* we desire to return to each and every one who kindly donated for elegant silver fruit basket which we received at the hands of Mr. S. Neffield in behalf of No. 95, B. of L. F., of Chicago. The Brotherhood boys will always find a cordial welcome at our home.

MR. AND MRS. J. W. SEARLS.

ST. PAUL, MINN., February 6, 1887.

To the *Brotherhood of Locomotive Firemen*:

DEAR SIRS:—Accept my sincere thanks for the members of Eau Claire Lodge, No. 48, for their kindness to us in the time of need, and also for the prompt payment of \$1,500 due me on the policy held by my son. Wishing the Brotherhood God speed in their noble mission, I remain,

Yours respectfully,

MRS. JAMES BARRETT.

INDIANAPOLIS, IND., Jan. 23, 1888.

To the *Officers and Members of the Brotherhood of Locomotive Firemen*:

GENTLEMEN: I have this day received through Mr. Wm. J. Hugo, Receiver of Europa Lodge No. 14, a draft for fifteen hundred dollars (\$1,500) on the certificate held by my husband, Herman Hugo. Please accept my heartfelt thanks for the prompt adjustment of the claim. I sincerely wish to thank the members of Europa Lodge No. 14, for their great kindness and assistance in the hour of grief and sorrow, also to the Grand Officers, for their sympathy and many kind acts. May the Brotherhood prosper in the good work, is the wish of a bereaved widow.

ADALINE HUGO.

PARSONS, KAN., January 20, 1888.

To the *Officers and Members of the Brotherhood of Locomotive Firemen*:

DEAR SIRS AND BROTHERS:—I wish to return my sincere thanks to you, one and all through the columns of our *Magazine* for a draft for the amount of \$1,500 due me on my disability claim. The draft was presented to me by Bro. J. E. Powell, Master, and E. E. Green, Secretary of Great Western Lodge, No. 21. To those who are strong and in good health I would say, be sure and keep up your standing in your noble Order, for you know not how soon misfortune may overtake you. That prosperity may attend the Brotherhood, and that it may forever continue in its noble mission of charity and peace is the earnest wish of your disabled brother.

CHARLES TROEGLE.

HILLSBORO, ORE., February 28, 1888.

To the *Officers and Members of the Brotherhood of Locomotive Firemen*:

GENTLEMEN: I received on the third day of February, 1888, through John Belat, Receiver of Mount Hood Lodge, a draft for \$1,500, on the policy held by my son, Geo. H. Powell. Please accept my heartfelt thanks for the adjustment of the claim. I sincerely thank the members of Mount Hood Lodge No. 167, for their great kindness to my son during his long illness, and their sympathy to me in my bereavement; also, I wish to extend thanks to friends and members for the beautiful flowers brought, and placed upon his coffin. With best wishes for the prosperity of the Brotherhood, I remain yours sincerely,

MRS. M. A. POWELL.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

MAY, 1888.



OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., May 1, 1888.

Assessment Notice for May.

ASSESSMENT No. 19, \$1.00.

To Subordinate Lodges.

DEAR SIRS AND BROTHERS: You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 182. Wm. A. Walker, of Sacramento Lodge, No. 58, was killed in a Collision, February 6th, 1888.

CLAIM No. 183. M. Wells, of Welcome Lodge, No. 72, died of Typhoid Pneumonia, February 12th, 1888.

CLAIM No. 184. David W. Coulter, of Anchor Lodge, No. 54, died of Typhoid Pneumonia, February 16th, 1888.

CLAIM No. 185. Chas. T. Cummings, of Evening Star Lodge, No. 112, was killed by the Falling of a Wall, February 19th, 1888.

CLAIM No. 186. Michael Scully, of Calhoun Lodge, No. 84, was killed by Railroad Accident, February 23d, 1888.

CLAIM No. 187. L. Bogart, of Hercules Lodge, No. 65, died from the effects of injuries received in a Railroad Accident, March 4th, 1888.

CLAIM No. 188. Peter Lillierup, of C. J. Hepburn Lodge, No. 160, died from injuries received from the Falling of a Wall, March 8th, 1888.

CLAIM No. 189. A. S. Hill, of Signal Mount Lodge, No. 372, was killed by Railroad Accident, March 10th, 1888.

CLAIM No. 190. J. C. Clury, of Sunset Lodge, No. 177, died from Blood Poisoning, March 13th, 1888.

CLAIM No. 191. Frank Boyers, of Signal Mount Lodge, No. 372, died of Pneumonia, March 15th, 1888.

CLAIM No. 192. Thos. F. Riley, of Metropolitan Lodge, No. 351, was killed by Railroad Accident, March 16th, 1888.

CLAIM No. 193. Geo. L. Anthony, of Saginaw Valley Lodge, No. 286, died of Typhoid Fever, March 18th, 1888.

CLAIM No. 194. Eugene F. Downey, of J. M.

Dodge Lodge, No. 79, was killed by Railroad Accident, March 20th, 1888.

CLAIM No. 195. Wm. S. Blair, of Enterprise Lodge, No. 75, died of Paralysis, March 21st, 1888.

CLAIM No. 196. Martin Joyce, of Orphan's Hope Lodge, No. 319, was declared totally disabled with Hemorrhage, April 2d, 1888.

CLAIM No. 197. L. H. Letter, of Golden Eagle Lodge, No. 78, was killed by Railroad Accident, April 3d, 1888.

CLAIM No. 198. Frank Paddock, of U. S. Lodge, No. 295, was declared totally disabled with Knee-joint Disease, April 16th, 1888.

CLAIM No. 199. Isaac Waits, of Ozark Lodge, No. 280, was declared totally disabled with Epilepsy, April 17th, 1888.

CLAIM No. 200. C. C. Bunker, of Susquehanna Lodge, No. 71, was declared totally disabled from Chronic Nervous Debility, April 18th, 1888.

An assessment of ONE DOLLAR is levied upon Claim No. 200, and all members who were admitted on or before April 18th, 1888, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before May 25th, 1888, otherwise you will stand suspended from all the benefits of the order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., April 10, 1888.

Special Assessment No. 7.

\$1.00.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified that a Special Assessment of ONE DOLLAR is levied upon all members whose names appear on the roll of membership April 10th, 1888, and must be paid to the Collector of your Lodge, on or before May 5th, 1888, as provided in Sections 11, 12 and 13 of the Protective Department.

Any member failing to make payment of the foregoing assessment as above required, will stand suspended from all the benefits of the Order until he has paid up and has been reinstated by a vote of the Lodge.

Any member failing or declining to make payment of the foregoing assessment within sixty days after the last day of payment will be expelled and so reported to the Grand Lodge in all things the same as in case of non-payment of beneficiary assessments.

Collectors are required to deliver their statements of this assessment to the Receiver, with the amount collected thereon, on or before May 6th, and Receivers are required to forward the same so as to reach the Grand Lodge on or before May 16th, 1888.

Any Lodge failing or declining to make its returns as above required will be subject to the same penalties that are provided for the non-payment of beneficiary assessments.

Yours fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., April 20, 1888.

Special Assessments Nos. 8, 9 and 10.

\$3.00.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified that Special Assessments Nos. 8, 9 and 10, amounting to THREE (\$3.00) DOLLARS have been levied this day upon all members whose names appear upon the rolls of membership April 20th, 1888, and must be paid to the Collector of your Lodge, on or before May 15th, 1888, as provided in Sections 11, 12 and 13 of the Protective Department.

Any member failing to make payment of the foregoing assessments as above required, will

stand suspended from all the benefits of the Order until he has paid up and has been reinstated by a vote of the Lodge.

Any member failing or declining to make payment of the foregoing assessments within sixty days after the last day of payment will be expelled and so reported to the Grand Lodge in all things the same as in case of non-payment of beneficiary assessments.

Collectors are required to deliver their statements of these assessments to the Receiver, with the amount collected thereon, on or before May 16th, and Receivers are required to forward the same so as to reach the Grand Lodge on or before May 26th, 1888.

Any Lodge failing or declining to make its returns as above required will be subject to the same penalties that are provided for the non-payment of beneficiary assessments.

Yours fraternally,

EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., May 1, 1888. }

Special Assessments Nos. 11, 12, 13 and 14.
\$1.00.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified that Special Assessments Nos. 11, 12, 13 and 14, amounting to FOUR (\$1.00) DOLLARS have been levied this day upon all members whose names appear upon the roll of membership May 1st, 1888, and must be paid to the Collector of your Lodge, on or before May 25th, 1888, as provided in Sections 11, 12 and 13 of the Protective Department.

Any member failing to make payment of the foregoing assessments as above required, will stand suspended from all the benefits of the Order until he has paid up and has been reinstated by a vote of the Lodge.

Any member failing or declining to make payment of the foregoing assessments within sixty days after the last day of payment will be expelled and so reported to the Grand Lodge in all things the same as in case of non-payment of beneficiary assessments.

Collectors are required to deliver their statements of these assessments to the Receiver, with the amount collected thereon, on or before May 26th, and Receivers are required to forward the same so as to reach the Grand Lodge on or before June 5th, 1888.

Any Lodge failing or declining to make its returns as above required will be subject to the same penalties that are provided for the non-payment of beneficiary assessments.

Yours fraternally,

EUGENE V. DEBS, G. S. & T.

OFFICE OF THE GRAND LODGE, }
TERRE HAUTE, IND., May 1, 1888. }

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—Your attention is called to the following special notices:

UNION MEETING DECLARED OFF.

The Union meeting announced in our columns to take place at Cedar Rapids, Iowa, Sunday, May 13th, has been declared off, in consequence of other important engagements.

TO SECRETARIES.

Upon the initiation of an applicant you will at once forward the "application for beneficiary certificate" to the Grand Lodge. See to it that this blank is filled out in every particular before sending it, otherwise the Grand Lodge can not accept it. See Rule 8 on the application.

POLICY SLIPS.

Each member has received (or should have received) from his Secretary, a small printed slip, to fill out for his new insurance policy, with instructions to return same without delay. Secre-

taries complain that members do not fill out their blanks, and hence they cannot send their lists of membership to the Grand Lodge. We desire to impress upon the mind of each member the necessity of filling out this slip at once and returning it to the Secretary of the Lodge, and we would impress upon each Secretary the necessity of sending in his membership lists with accompanying slips without unnecessary delay, so that new policies can be issued, as required by law. Let there be no delay in carrying out these instructions.

Yours fraternally,

F. P. SARGENT, G. M.

E. V. DEBS, G. S. and T.

Unknown Addresses.

A. FISHER—Will send his address to the Secretary of Charity Lodge No. 5.

ROBERT L. CRANE—Of United Lodge, No. 60, is requested to correspond with the Collector of his Lodge.

N. G. COMSTOCK—Of H. C. Lord Lodge, No. 153, is requested to send his address to 125 Oak street, Fort Scott, Kan.

GEO. E. SHERIDAN—A charter member of Great Eastern Lodge, No. 4, will please correspond with A. E. Dennison, 23 Merrill street, Portland, Me.

W. J. PAUL—Of Great Eastern Lodge, No. 4, (when last heard from was at Tucson, Ariz.) is requested to correspond with A. E. Dennison, 23 Merrill street, Portland, Me.

ROBERT J. GEIS—Who left New York about five years ago for Oregon or California, to engage in railroading. Anyone knowing his whereabouts will please correspond with Nat Sawyer, 1119 Tenth Ave., New York City.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., April 1, 1888. }

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending March 31, 1888:

RECEIPTS.

Lodge Nos	Back Assessm'ts	Assessm'ts No. 16 and 17	TOTAL	Lodge Nos	Back Assessm'ts	Assessm'ts No. 16 and 17	TOTAL
1	\$2 00	\$78 00	\$78 00	31	\$3 00	\$97 00	\$100 00
2	..	17 00	17 00	32	..	57 00	57 00
3	..	171 00	171 00	33	..	119 00	119 00
4	1 00	98 00	99 00	34	..	61 00	61 00
5	..	96 00	96 00	35	..	..	..
6	..	68 00	68 00	36	..	61 00	61 00
7	..	31 00	31 00	37	..	45 00	45 00
8	3 00	109 00	112 00	38	..	66 00	66 00
9	117 00	89 00	206 00	39	2 00	68 00	70 00
10	..	103 00	103 00	40	3 00	73 00	76 00
11	114 00	226 00	340 00	41	..	22 00	22 00
12	26 00	230 00	256 00	42	36 00	36 00	72 00
13	1 00	188 00	189 00	43	82 00	119 00	231 00
14	40 00	146 00	186 00	44	2 00	69 00	71 00
15	..	51 00	51 00	45	4 00	63 00	67 00
16	1 00	263 00	264 00	46	..	46 00	46 00
17	..	22 00	22 00	47	54 00	83 00	137 00
18	4 00	110 00	114 00	48	..	68 00	68 00
19	37 00	37 00	74 00	49	1 00	36 00	37 00
20	2 00	59 00	61 00	50	8 00	103 00	111 00
21	1 00	52 00	53 00	51	4 00	..	4 00
22	..	21 00	21 00	52	5 00	96 00	101 00
23	..	27 00	27 00	53	..	59 00	59 00
24	..	34 00	34 00	54	1 00	92 00	93 00
25	10 00	66 00	76 00	55	2 00	22 00	24 00
26	2 00	150 00	152 00	56	4 00	17 00	21 00
27	..	86 00	86 00	57	18 00	476 00	494 00
28	50 00	119 00	169 00	58	1 00	17 00	18 00
29	..	87 00	87 00	59	26 00	126 00	152 00
30	8 00	21 00	29 00	60	3 00	77 00	80 00

Beneficiary Statement—Continued.

Beneficiary Statement—Continued.

Lodge Nos	Back Assessm'ts	Assessm'ts No. 16 and 17.	TOTAL	Lodge Nos	Back Assessm'ts	Assessm'ts No. 16 and 17.	TOTAL	Lodge Nos	Back Assessm'ts	Assessm'ts No. 16 and 17.	TOTAL	Lodge Nos	Back Assessm'ts	Assessm'ts No. 16 and 17.	TOTAL
41	\$2.00	\$19.00	\$51.00	41	\$17.00	\$198.00	\$213.00	221	\$34.00	\$34.00	\$301	31.00	\$45.00	\$46.00	
42	2.00	61.00	63.00	42	1.00	89.00	90.00	222	38.00	51.00	302	19.00	19.00	19.00	
43	2.00	42.00	44.00	43	11.00	24.00	35.00	223	34.00	51.00	303	17.00	17.00	17.00	
44	2.00	13.00	25.00	44	29.00	19.00	48.00	224	1.00	57.00	304	57.00	57.00	57.00	
45	63.00	112.00	175.00	45	18.00	75.00	93.00	225	45.00	45.00	305	14.00	23.00	23.00	
46	3.00	115.00	146.00	46	2.00	70.00	72.00	226	28.00	28.00	306	74.00	74.00	74.00	
47	6.00	180.00	186.00	47	9.00	27.00	36.00	227	25.00	25.00	307	42.00	42.00	42.00	
48	1.00	15.00	16.00	48	11.00	214.00	225.00	228	114.00	120.00	308	18.00	18.00	18.00	
49	3.00	32.00	35.00	49	4.00	101.00	105.00	229	70.00	70.00	309	61.00	70.00	70.00	
50	10.00	143.00	153.00	50	4.00	102.00	106.00	230	129.00	129.00	310	27.00	83.00	83.00	
51	16.00	205.00	311.00	51	6.00	67.00	73.00	231	52.00	77.00	311	25.00	25.00	25.00	
52	12.00	31.00	43.00	52	7.00	73.00	80.00	232	19.00	29.00	312	50.00	50.00	50.00	
53	22.00	62.00	84.00	53	21.00	21.00	42.00	233	58.00	58.00	313	62.00	62.00	62.00	
54	3.00	47.00	50.00	54	33.00	63.00	96.00	234	21.00	21.00	314	12.00	23.00	23.00	
55	1.00	127.00	128.00	55	3.00	51.00	54.00	235	40.00	40.00	315	39.00	39.00	39.00	
56	6.00	89.00	95.00	56	2.00	91.00	93.00	236	17.00	19.00	316	93.00	95.00	95.00	
57	11.00	110.00	121.00	57	1.00	81.00	82.00	237	87.00	87.00	317	63.00	68.00	68.00	
58	14.00	46.00	60.00	58	2.00	50.00	52.00	238	39.00	62.00	318	13.00	16.00	16.00	
59	4.00	27.00	31.00	59	2.00	29.00	31.00	239	6.00	6.00	319	47.00	57.00	57.00	
60	7.00	76.00	83.00	60	2.00	41.00	43.00	240	87.00	87.00	320	27.00	27.00	27.00	
61	4.00	132.00	136.00	61	81.00	81.00	162.00	241	25.00	25.00	321	19.00	39.00	39.00	
62	3.00	45.00	48.00	62	2.00	29.00	31.00	242	129.00	133.00	322	60.00	61.00	61.00	
63	101.00	101.00	175.00	63	7.00	108.00	115.00	243	19.00	19.00	323	19.00	29.00	29.00	
64	49.00	49.00	176.00	64	15.00	15.00	30.00	244	89.00	89.00	324	29.00	33.00	33.00	
65	6.00	113.00	119.00	65	57.00	57.00	114.00	245	1.00	31.00	325	31.00	31.00	31.00	
66	7.00	33.00	40.00	66	28.00	41.00	69.00	246	60.00	64.00	326	59.00	51.00	51.00	
67	4.00	179.00	183.00	67	2.00	22.00	24.00	247	44.00	45.00	327	22.00	22.00	22.00	
68	1.00	56.00	57.00	68	1.00	56.00	57.00	248	30.00	30.00	328	32.00	32.00	32.00	
69	21.00	131.00	152.00	69	2.00	22.00	24.00	249	18.00	32.00	329	17.00	17.00	17.00	
70	8.00	61.00	69.00	70	84.00	31.00	115.00	250	81.00	12.00	330	17.00	23.00	23.00	
71	3.00	202.00	205.00	71	8.00	71.00	79.00	251	48.00	49.00	331	27.00	27.00	27.00	
72	8.00	51.00	59.00	72	50.00	20.00	70.00	252	84.00	84.00	332	25.00	50.00	50.00	
73	10.00	97.00	107.00	73	14.00	21.00	35.00	253	68.00	68.00	333	116.00	147.00	147.00	
74	1.00	185.00	186.00	74	5.00	95.00	100.00	254	7.00	71.00	334	63.00	64.00	64.00	
75	42.00	42.00	84.00	75	16.00	16.00	32.00	255	24.00	24.00	335	43.00	57.00	57.00	
76	51.00	60.00	111.00	76	52.00	16.00	68.00	256	78.00	122.00	336	5.00	5.00	5.00	
77	22.00	124.00	146.00	77	17.00	21.00	38.00	257	29.00	29.00	337	18.00	18.00	18.00	
78	124.00	124.00	248.00	78	48.00	55.00	103.00	258	21.00	21.00	338	18.00	18.00	18.00	
79	88.00	88.00	176.00	79	32.00	82.00	114.00	259	46.00	46.00	339	38.00	38.00	38.00	
80	76.00	81.00	157.00	80	44.00	44.00	88.00	260	31.00	31.00	340	17.00	17.00	17.00	
81	34.00	34.00	68.00	81	57.00	70.00	127.00	261	79.00	79.00	341	37.00	37.00	37.00	
82	52.00	54.00	106.00	82	72.00	72.00	144.00	262	76.00	78.00	342	35.00	35.00	35.00	
83	91.00	96.00	187.00	83	26.00	26.00	52.00	263	60.00	61.00	343	14.00	15.00	15.00	
84	101.00	101.00	202.00	84	81.00	81.00	162.00	264	54.00	58.00	344	11.00	11.00	11.00	
85	42.00	46.00	88.00	85	46.00	46.00	92.00	265	2.00	34.00	347	13.00	13.00	13.00	
86	54.00	54.00	108.00	86	34.00	34.00	68.00	266	17.00	39.00	348	84.00	84.00	84.00	
87	84.00	83.00	167.00	87	18.00	22.00	40.00	267	46.00	46.00	349	81.00	84.00	84.00	
88	116.00	116.00	232.00	88	1.00	9.00	10.00	268	66.00	66.00	350	23.00	23.00	23.00	
89	58.00	58.00	116.00	89	2.00	94.00	96.00	269	31.00	31.00	351	14.00	14.00	14.00	
90	69.00	81.00	150.00	90	53.00	57.00	110.00	270	41.00	41.00	352	49.00	49.00	49.00	
91	62.00	86.00	148.00	91	8.00	8.00	16.00	271	12.00	12.00	353	54.00	54.00	54.00	
92	33.00	35.00	68.00	92	60.00	66.00	126.00	272	72.00	72.00	354	16.00	21.00	21.00	
93	61.00	61.00	122.00	93	133.00	133.00	266.00	273	10.00	10.00	355	44.00	41.00	41.00	
94	115.00	115.00	230.00	94	85.00	97.00	182.00	274	9.00	9.00	356	18.00	18.00	18.00	
95	21.00	124.00	145.00	95	40.00	40.00	80.00	275	26.00	34.00	357	19.00	19.00	19.00	
96	80.00	90.00	170.00	96	59.00	59.00	118.00	276	31.00	31.00	358	28.00	28.00	28.00	
97	44.00	44.00	88.00	97	25.00	25.00	50.00	277	55.00	59.00	359	15.00	15.00	15.00	
98	71.00	71.00	142.00	98	30.00	30.00	60.00	278	60.00	71.00	360	38.00	38.00	38.00	
99	59.00	59.00	118.00	99	41.00	44.00	85.00	279	37.00	37.00	361	12.00	12.00	12.00	
100	33.00	33.00	66.00	100	1.00	53.00	54.00	280	45.00	47.00	362	13.00	13.00	13.00	
101	40.00	40.00	80.00	101	21.00	21.00	42.00	281	18.00	18.00	363	15.00	15.00	15.00	
102	31.00	31.00	62.00	102	29.00	29.00	58.00	282	12.00	12.00	364	15.00	15.00	15.00	
103	22.00	22.00	44.00	103	5.00	47.00	52.00	283	16.00	17.00	365	15.00	15.00	15.00	
104	14.00	100.00	114.00	104	4.00	103.00	107.00	284	38.00	38.00	366	15.00	15.00	15.00	

Balance on hand March 1	\$20,212 00
Received during month	24,219 00
Total	\$44,431 00
By Claims 166, 167, 168, 169 170, 171, 172, 173, 174, 175, 176, 177, 178, and 179	\$21,000 00
Balance on hand April 1	\$23,431 00
Respectfully submitted,	
EUGENE V. DEBS, G. S. and T.	

Grand Lodge.

F. P. SARGENT	Grand Master
Terre Haute, Indiana.	
J. J. HANNAHAN	Vice Grand Master
Box 655, Englewood, Ill.	
E. V. DEBS	Grand Secretary and Treasurer
Terre Haute, Indiana.	
E. V. DEBS	Editor and Manager of Magazine
Terre Haute, Indiana.	

BOARD OF GRAND TRUSTEES.

C. W. GARDNER	Chairman
Box 738, Fort Dodge, Iowa.	
C. C. SUTHERLAND	Secretary
Horton, Kansas.	
L. P. SMITH	292 Fulton Street, Chicago, Ills
GRAND EXECUTIVE BOARD.	
HARRY WALTON	Chairman
4233 Haverford Street, West Philadelphia, Pa.	
W. E. BURNS	Secretary
122 Newberry Avenue, Chicago, Ill.	
J. J. LEAHY	2627 Fremont St., Philadelphia, Pa.
F. X. HOLL	806 251 ave S., Minneapolis, Minn.
W. H. McDONNELL	210 E. Market St., Scranton, Pa.

Subordinate Lodges.

- DEER PARK; Port Jervis, N. Y.**
Meets in Union Hall at 2 P. M. every Sunday.
G. E. Garner Master
John Downey, Box 311 Secretary
Wm. Van Dine Collector
C. E. Barkman, Box 26 Receiver
S. H. Ferguson, Box 346 Magazine Agent
- HAND IN HAND; Providence, R. I.**
Meets 2d Monday of each month, at 8:30 P. M., in Engineers' Hall.
C. Anthony Taft, 326 Chalkstone ave Master
Jas. Healy, 48 Lippitt St. Secretary
W. A. Aldrich, 271 Smith St. Collector
J. W. Williams, 25 Kiltoun st., Taunton, Mass. Receiver
C. E. Harmon, East Providence, R. I. Magazine Agent
- ADOPTED DAUGHTER; Jersey City, N. J.**
Meets 2d and 4th Sundays in bank building, Cor. Washington and Plymouth sts.
Jos. Capner, Jr., 243 Second St. Master
E. P. Hutton, 178 Fourth St. Secretary
J. B. Sweet, 147 Academy St. Collector
C. E. Benter, 403 E. 69th St., New York City Receiver
S. Simpson, 572 Jersey Ave. Magazine Agent
- GREAT EASTERN; Portland, Maine.**
Meets in B. of L. Hall, 1st and 3d Sundays.
W. P. F. Carroll, 39 Summer St. Master
C. D. Getchell, 11 Brattle St. Secretary
A. E. Dennison, 23 Merrill St. Collector
F. A. Hurd, 47 Hanover St. Receiver
F. E. Pottle, 72 Waterville st. Mag. Agent

- CHARITY; St. Thomas, Ontario.**
Meets in Engineer's Hall every Tuesday at P. M.
Thos. Quirk, Box 1273 Master
A. S. Adams, Box 1273 Secretary
L. D. Norton, Box 1273 Collector
Frank Turrill, Box 1273 Receiver
Wm. Deyell, Box 1273 Magazine Agent
- PRIDE OF THE WEST; De Soto, Mo.**
Meets 1st and 3d Mondays at 1 P. M.
R. H. Lanham, Box 403 Master
F. J. Parker, Box 431 Secretary
Fred Gratio Collector
John Moore, Box 189 Receiver
Wm. Ross Magazine Agent
- POTOMAC; Washington, D. C.**
Meets 2d and 4th Sunday of each month at 2 P. M., Cor. 13th and E St. N. W.
James B. May 477 1/2 F. St. S. W. Master
Wm. C. Jasper, 406 Fourth St. S. E. Secretary
A. J. Williams, 327 1/2 St. S. W. Collector
P. P. Luddy, 428 1/2 St. S. W. Receiver
Jos. M. Harmon, 1417 Maryland Ave., Baltimore, Md. Mag. Agent
- RED RIVER; Denison City, Texas.**
Meets in King's Hall, Woodford St., every Saturday at 7 P. M.
J. F. Crainer Master
Louis Horner, L. Box 662 Secretary
T. W. Weaver Collector
J. Crofton, L. Box 318 Receiver
C. W. Jeffries Magazine Agent
- FRANKLIN; Columbus, Ohio.**
Meets at 64 1/2 N. High St., first Monday and third Tuesday evenings.
F. W. Arnold, 514 E. Main St. Master
C. C. Coit, 204 Baird St. Secretary
N. T. Beynon, 97 St. Clair St. Collector
F. J. Kisher, 212, 214 South High St. Receiver
Leonard Lawrence, 49 Curtis Ave. Mag. Agent
- FOREST CITY; Cleveland, Ohio.**
Meets 2d and 4th Tuesdays at 7 P. M., in Odd Fellows Hall, 52 Public Square.
Jas. F. Tonsley, 24 Alford St., S. S. Master
A. G. Laubscher, Seward St., W. Secretary
T. P. Curtis, 41 West Madison St. Collector
John Crouse, 51 Penn St. Receiver
A. G. Laubschs, Seward St., West Cleveland Mag. Agent
- EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays in Grimers Hall.
Ruben Tyndall Master
C. A. Stevenson Secretary
Oliver Kidney, 633 Main St. Collector
J. W. Sinclair, L. Box 96 Receiver
A. L. Vaudegrift Mag. Agent
- BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. J. Knauff, 6 Delaware Place Master
Wm. J. Bruman, 395 Swan St. Secretary
H. Adams, 252 Seneca St. Collector
F. H. Coe, 4 Hickory St. Receiver
A. S. Bickley, 367 Myrtle St. Magazine Agent
- WASHINGTON; Jersey City, N. J.**
Meets 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M., Cor. Maple St., and Pacific Ave.
C. A. Wilson, 141 Pacific Ave. Master
Mellicek Shick, 141 Pacific Ave. Secretary
P. C. Quick, Somerville, N. J. Collector
C. A. Wilson, 141 Pacific Ave. Receiver
D. M. Blake, 254 Communipaw Ave., Mag. Agent
- EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. at 34 W. Washington St., fourth floor.
Wm. P. McBride, 48 E. Georgia St. Master
Wm. J. Hugo, 45 Ruckle St. Secretary
E. J. Kline, 63 N. North West St. Collector
Wm. J. Hugo, 45 Ruckle St. Receiver
W. R. Jones, 64 So. West St. Mag Agent

- ST. LAWRENCE; Montreal, Canada.**
Meet in St. Charles Club Room, Point St. Charles.
James Murphy, 455 Wellington St., Point St. Charles, Montreal Master
James Ashcroft, 114 Congregation St., Point St. Charles, Montreal Secretary
W. F. Stocker, 127½ Bourgeois St., Point St. Charles, Montreal Collector
H. J. Clarke, 49½ Charron St., St. Gabriel, Montreal Receiver
H. J. Clarke, 49½ Charron St., Pt. St. Charles, Montreal, Canada Mag. Agent
- 16. VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs Master
J. F. O'Reilly, 431 N. 4th St. Secretary
Henry Balesdorf, 203 N. 12th St. Collector
C. A. Bennett, 1004 N. 9th St. Receiver
E. W. Bundy, 702 N. 14½ St. Magazine Agent
- 17. PINE RIDGE; Chadron, Neb.**
Meets 1st and 3d Sundays, at Masonic Hall.
W. M. Shirley, Box 341 Master
E. M. Wiles, L. Box 321 Secretary
E. M. Wiles, L. Box 321 Collector
R. Chandler, L. Box 347 Receiver
J. H. Butler, Long Pine, Neb. Magazine Agent
- 18. WEST END; Slater, Mo.**
Meets in I. O. O. F. Hall 1st and 3d Sunday nights.
E. A. Jones, Box 128 Master
C. S. Frazier, Box 186 Secretary
Greely Olds Collector
J. Kinney, Box 154 Receiver
A. Dusney Magazine Agent
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:00 P. M.
J. B. Cunningham, Box 8 Master
W. J. Patten, Box 8 Secretary
H. E. Huston, Box 8 Collector
J. S. Raitt, Box 8 Receiver
H. L. Huston Magazine Agent
- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 P. M.
Geo. C. Wells, Box 117 Master
W. R. Van Harten, Box 412 Secretary
Wm. Zerwick, Box 252 Collector
W. R. Van Harten, Box 412 Receiver
E. L. Fick Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M., at 902 So. 4th St.
Phil. C. Snyder, 712 S. Eighteenth St. Master
Ell Gielas, 944 Chouteau Ave. Secretary
D. C. Mc Intock Collector
W. A. Murphy, 944 Chouteau Ave. Receiver
Ell Gielas, 944 Chouteau Ave. Magazine Agent
- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
L. Sullivan, 882 W. Washington St., Indianapolis, Ind. Master
F. A. Bonner Secretary
Dan. O'Connor Collector
L. Sullivan, 882 W. Washington St., Indianapolis, Ind. Receiver
George Brash Magazine Agent
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Mondays, over Wheeler's bank.
M. Stevens Master
J. H. Snoddy, Box 7 Secretary
J. S. Ott, Box 391 Collector
J. H. Snoddy, Box 7 Receiver
J. M. Morgan Magazine Agent
- 24. GREAT WESTERN; Parsons, Kansas.**
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
J. E. Powell, Box 141 Master
F. E. Green, Box 413 Secretary
J. G. Morris, Box 283 Collector
J. E. Powell, Box 141 Receiver
J. W. Terrell, Box 322 Mag. Agent
- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
W. H. Cummings, Box 426 Master
George McCormack, Box 2 Secretary
H. C. Barron, Box 766 Collector
Simon Rogers Receiver
W. J. Webster Magazine Agent
- 26. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays in B. L. E. Hall.
Thos. Williams Master
Thomas Williams Secretary
H. E. Megee Collector
C. W. Lambertson Receiver
C. A. Rich Magazine Agent
- 27. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d Sunday at 2:30 P. M. and 4th Mondays at 7:30 P. M. at Room 13 O'Hara's Block.
Fred. McArdle, 67 6th Ave Master
A. A. Owens, 178 3 Ave Secretary
J. L. Jennings, 328 G Ave, W. Collector
C. B. Everett, 46 avenue A Receiver
J. H. McKenzie, 172 B Ave Magazine Agent
- 28. ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
Chas. W. Baskins Master
John T. Stuart, Box 367 Secretary
W. H. Coleman, Box 214 Collector
M. J. Cronch Receiver
B. H. Stimson Box 15 Magazine Agent
- 29. CERRO GORDO; Mason City, Iowa.**
Meets 1st and 3d Tuesday evening of each month cor. Second and Main Sts.
Chas. S. Holman Master
J. H. Fulton, Box 706 Secretary
Max Newbours Collector
J. H. Fulton, Box 706 Receiver
Stephen A. Trine Mag. Agent
- 30. CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
E. T. Gregory, 514 Saxon St. Master
R. A. Corson, Box 1154 Secretary
E. T. Gregory, 514 Saxon St. Collector
R. A. Corson, Box 1154 Receiver
F. Fern, care J. C. R. R. shop Magazine Agent
- 31. B. R. CENTRE; Atchison, Kansas.**
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
M. Warner, 10 1 Commercial St. Master
C. H. Salisbury, 103 Fourteenth St. Secretary
Frank Short, 1511 Main St. Collector
John Connor, 1403 Main St. Receiver
C. H. Norris, 901 Commercial St. Mag. Agent
- 32. BORDER; Ellis, Kansas.**
Meets Tuesday evenings at 7:30 in I. O. O. F. Hall.
G. M. McClure, Box 235 Master
J. L. Clark, Box 241 Secretary
A. M. Peirie, Box 108 Collector
T. J. Welsh, Box 107 Receiver
Harry Sulgall Magazine Agent
- 33. SUCCESS; Trenton, Mo.**
Meets in O. R. C. Hall 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays at 7 P. M.
R. N. Sugg Master
Thomas Griffin, Box 145 Secretary
Wm. Echemen Collector
F. White Receiver
F. J. Fischer Magazine Agent
- 34. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2:30 P. M. in Engineer's Hall, Fourth St.
John A. Lake, 419 Tenth Ave. Master
J. M. Wheeler, 515 Comanche Ave. Secretary
F. A. Kinch, 522 Seventh Ave Box 381 Collector
Geo. P. Smith, 412 Eleventh Ave. Receiver
Joseph F. Butler, 1705 S. 5th St. Mag. Agent
- 35. TIPPECANOE; Lafayette, Ind.**
Meets in Red Men's Hall at 2 P. M. Sundays
J. E. Crusey, 143 N. 6th St. Master
G. H. Newburg, 160 N. Sixth St. Secretary
Geo. E. Smith, Columbia street Reel House, bet. 5th and 6th Collector
Frank Cessna, headquarters Fire Department, 9th, between Elizabeth and Union Sts. Receiver
M. S. Hewes, 82 Smith St. Magazine Agent

- 37. NEW HOPE; Centralia, Ill.**
Meets every Sunday at 2 P. M.
H. G. McCormick, Box 151 Master
W. D. Holton Secretary
W. D. Holton, Box 244 Collector
C. H. Randall Receiver
T. J. Prickett Magazine Agent
- 38. AVON; Stratford, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
Wm. O'Brien, Box 318 Master
J. T. Burke, Box 318 Secretary
Wm. O'Brien, Box 318 Collector
G. Nursey, Box 318 Receiver
Eugene A. Ball Magazine Agent
- 39. TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M., in Red Men's Hall
W. T. Clark, 378 Twentieth St Master
C. J. Dahl, 3652 9th Ave Secretary
J. McFarroh Collector
R. L. Reeves Receiver
Carl Boltz, 3031 Fifth Ave Magazine Agent
- 41. BLOOMING; Bloomington, Ill.**
Meets 910 W. Chestnut St., Tuesdays, at 7:30 P. M.
E. Browning, 714 1/2 W. Washington St. Master
W. Cavanaugh, 902 N. Lee St Secretary
Geo. Meado Collector
W. Cavanaugh, 902 N. Lee St Receiver
Ed. J. Soreen, 688 N. Mason St., Magazine Agent
- 41. ONWARD; Dickinson, Dakota.**
Meets every Thursday at 7:30 P. M.
W. F. Cunningham, L. Box 215 Master
John Benedict Secretary
E. E. Hagan Collector
Joe Crosthwaite Receiver
E. E. Hagan Magazine Agent
- 42. ELMO; Madison, Wis.**
Meets in Good Templars Hall 2d and 4th Sundays.
A. Tyler, 821 University Ave Master
Peter Former, 701 Main St Secretary
Jno. Harrington, 520 Main St Collector
A. Tyler, 821 University Ave Receiver
Alfred Tyler, 821 University Ave Mag. Agent
- 43. ST. JOSEPH; St. Joseph, Mo.**
Meets 1st and 3d Thursdays at I. O. O. F. Hall, 10 Pacific St.
F. O. Porter, N. E. Cor. Thirteenth and Penn. Sts Master
Jas. Hyndman, 2216 S. Sixth St Secretary
Jas. Hyndman, 2216 S. Sixth St Collector
C. B. Wilson, 2203 S. Sixth St Receiver
C. B. Porter, K. C. St. Jo. & C. B. R. H. Mag. Agent
- 44. F. W. ARNOLD; East St. Louis, Ill.**
Meets alternate Tuesdays, at 7:30 P. M. in Jack-
isch Hall on Missouri and Main sts.
T. J. Hayes, Box 375 Master
C. E. Long, Box 354 Secretary
John U. Roy Collector
Thos. Halpin Receiver
T. J. Hayes, Box 375 Magazine Agent
- 45. ROSE CITY; Little Rock, Ark.**
Meets in Quapaw Hall every Monday night.
Jept Stout, 806 W. Fifth St Master
Ed Chamberlain, 815 Water St Secretary
Thos. A. Howell, 1415 W. 4th St Collector
George Emery, 802 No 4th St Receiver
Ed Chamberlain, 815 Water St Mag. Agent
- 46. CAPITAL; Springfield, Ill.**
Meets at Engineers' Hall, 217 South 5th st, 1st
and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st. Master
A. D. Hensley, 911 E. Reservoir st. Secretary
J. Shafer, 416 Monroe st. Collector
Thos. P. Walsh, 1424 South 7th st. Receiver
E. W. Rowland, 602 S. Seventh St Mag. Agent
- 47. TRIUMPHANT; Chicago, Ill.**
Meets 2d Monday evening and 4th Sunday after-
noons in P. S. O. of A. Hall, 146 E. 22d St.
Thos. S. Deegan, 298 E 22d St Master
Harry Shilling, 3247 Dearborn St. Secretary
Harry Shilling, 3247 Dearborn St. Collector
Peter Schilax, 1533 Michigan Ave Receiver
Martin Creighton, 1430 Indiana Ave. Mag. Agent
- 43. W. F. HYNES; Peoria, Ill.**
Meets in G. A. R. Hall 1st Saturday at 7:30 P. M.,
and 3d Sunday at 2 P. M.
A. G. Elbertson, 1024 N. Jefferson St Master
Jos. V. Johnson, 702 Hulbert St. Secretary
W. A. McMillan, 206 State St. Collector
G. C. Watt, 617 1st St Receiver
Jas. E. Dillon, 543 Frink St. Magazine Agent
- 49. J. M. RAYMOND; Decatur, Ill.**
Meets 2d and 4th Sundays at 3 P. M., in Engin-
eer's Hall, E. Elorado St.
A. H. Sutton, 975 N. Water St. Master
Geo. Green, 1172 E. Marietta St Secretary
Wm. H. Slater, 637 E. North st Collector
Geo. Bashford, 730 N. Church St Receiver
Wm. Langelt, 903 N. Morgan st. Magazine Agent
- 50. GARDEN CITY; Chicago, Ill.**
Meets 1st and 3d Saturdays at 7:30 P. M.
H. W. Rouseup, 524 Fifty-sixth St Master
John E. Davis, 5530 Butterfield St. Secretary
W. H. Green, 4837 State St. Collector
J. J. Coffey, 4231 Atlantic St Receiver
G. W. Brislen, 4700 Wabash Ave Mag. Agent
- 51. FRISCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays of each month at
7:30 P. M. in Masonic Hall.
E. R. Harlan Master
Michael Gaffney Secretary
George Hasler Collector
C. H. Swingler Receiver
Chas. Schuler Mag. Agent
- 52. GOOD WILL; Logansport, Ind.**
Meets every Sundays at 2 P. M., Cor. Fourth and
Market Sts.
H. C. Swadener, 1408 E. Broadway Master
W. A. McDonald, 1216 Sinead St Secretary
F. M. Wilt, 822 Fifteenth St Collector
E. H. Laing, 1423 E. Broadway Receiver
J. A. Holland, corner George and 15th
Sts Magazine Agent
- 53. EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays of each month at A.
O. U. W. Hall, cor. Fifth and Conn sts.
John Turnpankh, 2 Pine St. Master
Alvin Deen, Box 1198 Secretary
Jas. T. Bunt, 475 Neosha St. Collector
A. E. Pearce, L. box 1201 Receiver
W. R. Samuels, 524 Rural St. Mag. Agent
- 54. ANCHOR; Moberly, Mo.**
Meets Tuesdays at 7 P. M. in Supplies Bros. Hall.
J. E. Madden Master
L. H. Kettler, Box 113 Secretary
James Scully, Box 543 Collector
James Dickson, Box 110 Receiver
J. S. Hanraha, Box 1574 Mag. Agent
- 55. BLUFF CITY; Memphis, Tenn.**
Meets 2d and 4th Thursday evenings, at No. 16
Johnson Ave.
Jacob Fuches, L. & N. Shops Master
John Spellman, L. & N. Shops Secretary
Jacob Wagner, L. & N. Shops Collector
Laurence Fox, L. & N. Shops Receiver
John H. Davis, 181 Seventh St Mag. Agent
- 56. BANNER; Stanberry, Mo.**
Meets every Saturday night at 7:30 P. M.
D. L. Collier Master
T. H. Robotham Secretary
D. L. Collier Collector
J. J. Smith Receiver
George Mock Mag. Agent
- 57. BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays of each month at Odia
Hall, 47 Hanover st.
H. E. Stevens, 5 Davis St Master
T. H. Haines, Ocean View St., Win-
throp, Mass Secretary
A. W. Spurr, 66 Hammond St Collector
C. A. Fisher, 32 E. Springfield St Receiver
L. R. Stewart, 38 Cross St., East
Sommerville, Mass Mag. Agent

- 58. SACRAMENTO; Borklin, Cal.**
Meets every Monday in Masonic Hall at 1 P. M.
C. C. Brown Master
C. E. Warrington Secretary
C. E. Warrington Collector
M. H. Tuttle Receiver
M. H. Tuttle Magazine Agent
- 59. ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday evening at 7:30.
M. N. Lines 313 Spring St., Pueblo Master
Wm. Walk, Block T, No. 59, Pueblo Secretary
C. S. Walker, S. Mechanic St., Pueblo, Colo. Collector
M. C. Donnelly, 316 E. 2d St., Pueblo Receiver
John Walk, Pueblo, Colo. Magazine Agent
- 60. UNITED; Philadelphia, Pa.**
Meets alternate Sundays at Dover Hall, Marshall St. above Susquehanna ave.
B. F. Pettit, 2055 N. Ninth St. Master
Josiah H. Fellers, 2341 Dickinson St., 31st Ward Secretary
Howard Reeder, 1943 Lawrence st Collector
John A. Falls, 224 N. 2d St Receiver
J. R. Race, 521 Diamond St Mag. Agent
- 61. MINNEHAHA; St. Paul, Minn.**
Meets 2d and 4th Sundays of each month.
A. E. Carle, 120 Granite St Master
P. McLaughlin, 76 Sycamore St Secretary
A. E. Carle, 120 Granite St Collector
H. L. Buckley, 120 Granite St Receiver
Jas. Johnson, 608 Warren St Magazine Agent
- 62. VANBERGEN; Carbondale, Pa.**
Meets in Odd Fellows' Hall, 2d and 4th Sundays.
John P. McCawley Master
A. W. Banks, Box 479 Secretary
W. H. Brokenshler Collector
O. E. Histed, L. Box 855 Receiver
O. E. Histed, L. Box 855 Magazine Agent
- 63. HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24 E. Main st.
John Myers, Box 772 Master
H. J. Bohn, 501 E. Main St Secretary
John Wakely, Box 772 Collector
John Myers, Box 772 Receiver
T. A. Hudson Mag. Agent
- 64. SIOUX; Sioux City, Iowa.**
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
A. J. Goodrich, 1601 Sixth st Master
Joseph G. Clevenger, 606 Market St Secretary
Sidney Weir, 1201 Fifth St Collector
L. B. Cutting, St. James, Minn Receiver
Warren Bennett Mag. Agent
- 65. FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
Jas. B. Newcomer Master
H. H. Richardson Secretary
J. A. Robinson Collector
W. D. Grimes Receiver
George Woskie Magazine Agent
- 66. CHALLENGE; Belleville, Ontario.**
Meets in B. of L. F. Hall, 2d and 4th Sundays at 2:30 P. M.
Robert Milne, Belleville Station Master
Fred Link, Belleville Station Secretary
Wm. Logue, Box 9, Belleville Station Collector
Tim Daly, Jr., Box 99, Belleville Station, Receiver
R. Snell Magazine Agent
- 67. DOMINION; Toronto, Canada.**
Meets in I. O. O. F. Hall 2d and 4th Sundays at 2:30 P. M.
C. W. O. Dalby, 125 Augusta Ave Master
S. Vaughan, 5 Draper St Secretary
Jas. Pratt, 73 Huron St Collector
S. Vaughn, 5 Draper St Receiver
J. Pratt, 13 Huron St Mag. Agent
- 68. EAU CLAIRE; Altoona, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
Martin E. Cuddy Master
Timothy Anglim Secretary
M. E. Cuddy Collector
Pat Keating Receiver
E. A. Hamilton, Box 50, Augusta, Wis., Mag. Agent
- 69. ISLAND CITY; Brockville, Ontario.**
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
John M. Phillips, Box 558 Master
T. J. Beehler, Box 558 Secretary
T. Shields, Box 558 Collector
T. J. Beehler, Box 558 Receiver
Benjamin Dickerson Magazine Agent
- 70. LONE STAR; Longview, Texas.**
Meets every Saturday at 2 P. M. in I. O. O. F. Hall.
J. C. Broderick, Box 411 Master
I. H. Stout, Box 411 Secretary
I. H. Stout, Box 411 Collector
Jas. Rutledge, Box 411 Receiver
C. W. Slayton Magazine Agent
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meets in B. of L. E. Hall 2d and 4th Sundays at 3 P. M.
Willard Robinson, L. Box 1183 Master
J. B. Ingalls, 31 Elm St Secretary
R. W. Mills Collector
Elmer Kerr Receiver
J. E. Owens, Box 1371 Magazine Agent
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
Wm. Wiggins, 45 Cooper St Master
Geo. M. Kern, 552 So 4th st Secretary
Garret M. Western, 565 Bridge St Collector
Jas. L. Gibbs, Collinswood, N. J Receiver
Henry Harris, 448 Henry St. Magazine Agent
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 302 Main St.
J. E. Johnson, 72 Jaques Ave Master
Chas. A. Smith, 124 Central St Secretary
Geo. T. Craft, 45 Sabin St Collector
Chas. O. Sykes, 11 Goulding St Receiver
E. A. Bragg, 8 Kilby St Magazine Agent
- 74. KANSAS CITY; Kansas City, Mo.**
Meets in Forrester's Hall alternate Mondays.
D. McDonnell, 2114 Bellevue Ave Master
J. M. Tierney, Box 73, Station "A" Secretary
R. Haslett, 2117 Madison avenue Collector
W. B. Roberts, 1708 Madison Ave Receiver
H. O. Draper, Station "A" Magazine Agent
- 75. ENTERPRISE; Philadelphia, Pa.**
Meets 1st and 3d Sundays at G. A. R. Hall, N. E. Cor. 39th and Market sts.
S. H. McFarland, 4059 Filbert St Master
W. H. Guthrie, 3812 Linwood St Secretary
Frank Dupell, 3821 Aspen St Collector
W. H. Guthrie, 676 N. 54th St Receiver
Frank Dupell, 3821 Aspen St Magazine Agent
- 76. NEW ERA; Breckenridge, Minn.**
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian Master
John C. Nolan, L. Box 235 Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Fred Whitbred, Box 84 Magazine Agent
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M. in Neef's Hall, Fifteenth street.
Chas. D. Lane, 2506 Lawrence St Master
W. F. Brundage, 1216 Larimer St Secretary
D. L. Marns, 415 Beecher ave, N. side Collector
W. F. Brundage, 1216 Larimer St Receiver
J. F. Nally, 2724 Arapahoe St Magazine Agent
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets 1st, 3d and 5th Saturdays at 7:30 P. M.
John Laybourne, 1814 E. Third St Master
E. K. Park, 519 Ohio St Secretary
W. N. Mitchell, 321 Randolph St Collector
Henry Myers, 318 Engineers' St Receiver
C. L. Van Eiten, 1216 E. 5th St Mag. Agent
- 79. J. M. DODGE; Roodhouse, Ill.**
Meets 1st and 3d Mondays and 2d and 4th Sundays, in Engineer's Hall.
C. A. Timlin Master
Chas. E. Stone Secretary
Chas. E. Stone Collector
R. Carroll Receiver
J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday
 John S. Slick, 447 Main St. Master
 W. B. Miller, 110 Main St. Secretary
 W. B. Miller, 110 Main St. Collector
 Frank G. Boomer, 261 South Ave. Receiver
 Fred. E. Diamond, Tremont House. Mag. Agent

81. PINE CITY; Brainerd, Minn.

Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
 Thomas Riley, Box 1692 Master
 Geo. Watts, Box 1045 Secretary
 W. J. Bain, Box 1761 Collector
 R. Arundale, Box 599 Receiver
 S. W. Green Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meet 1st Saturday evening and 3d Sunday afternoon of each month
 E. B. Mayo, 424 First avenue, south Master
 W. E. Richmond, 820 N. Girard Ave. Secretary
 B. A. Bennett, 116 Western Ave. Collector
 W. E. Richmond, 820 N. Girard Ave. Receiver
 Geo. E. Walker, 2130 Tenth Ave. So., Mag. Agent

83. TRINITY; Fort Worth, Texas.

Meets in Firemen's Hall every Friday at 8 P. M.
 I. M. Dean, L. Box 406 Master
 Chas. T. Elliott, L. Box 406 Secretary
 I. M. Dean, L. Box 406 Collector
 James Jay, Box 406 Receiver
 E. D. Hartzell, 613 E. 15th St. Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
 D. Coughlin, 56 East Hall St. Master
 Wm. Powell, 88 Bennett St. Secretary
 Fred Voss, 109 Green St. Collector
 E. C. Wilder, 50 South Ave. Receiver
 A. Cronin, 119 Bennett St. Magazine Agent

85. FARGO; Fargo, Dakota.

Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
 Arthur Bassett, L. Box 1790 Master
 Geo. L. Sutherland, Box 962 Secretary
 W. W. Surman, Box 825 Collector
 Rich. Rogveven, L. Box 1026 Receiver
 J. T. Wantland, L. Box 1653 Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.

Meets Friday evening at 7:30 in K. L. Hall
 John W. Costin Master
 Wm. Konold Secretary
 Henry C. Bernard Collector
 Wm. Roth Receiver
 Chas. Reynolds Mag. Agent

87. SUMMIT; Rawlins, Wyoming.

Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
 J. A. Measures Master
 J. Doherty Secretary
 G. C. Jordan Collector
 P. Naughton Receiver
 Wm. Ross Magazine Agent

88. MORNING STAR; Evanston, Wyoming.

Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall
 J. C. Bowman Master
 L. W. Putnam Secretary
 H. Carpenter Collector
 J. C. Bowman Receiver
 James Hoyt Magazine Agent

89. SAN DIEGO; San Bernardino, Cal.

Meets in O. L. Fellows Hall 1st and 3d Sundays.
 C. B. Lundsen, Box 645 Master
 R. F. Lange, Box 645 Secretary
 K. W. Nisbet Collector
 Thomas Fitzgerald Receiver
 G. A. March, Box 645 Mag. Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
 Mat Rourke, 1853 Mission St. Master
 Charles A. Crites, 233 Sixteenth St. Secretary
 W. J. Allen, 24 Julian Ave., near 15th, Collector
 J. Doyle, 57 18th St. Receiver
 James Doyle, 537 Eighteenth St. Mag. Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
 M. H. Murphy, N. Y. O. & W. Depot Master
 Myron H. Counsell, 16 E. 5th St. Secretary
 Jas. Whalen, 230 W. 7th St. Collector
 S. C. Forsyth, 166 W. Ullica St. Receiver
 S. C. Forsyth, 166 W. Ullica St. Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
 Geo. Waden, 507 Main St. Master
 E. J. Concaunon, 1007 Park St. Secretary
 C. H. Sleeth, 610 S. Second St. Collector
 John H. Carter, 507 Main St. Receiver
 A. J. Ebersol, 1213 Bank St. Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L. F. Hall, Cor. Tool Ave. and Pennington St.
 Wm. Patterson, Lock Box 218 Master
 W. E. Butler, Box 218 Secretary
 F. M. Blane, L. Box 218 Collector
 J. J. Lucev, L. Box 295 Receiver
 A. J. Ebersol, 1213 Bank St. Magazine Agent

95. CHICAGO; Chicago, Ill.

Meet at 237 Milwaukee Ave. 2d Tuesday at 5:00 P. M. and last Sunday of each month, at 9:30 A. M.
 C. B. Johnson, 228 W. Indiana St. Master
 Geo. Pace, 269 W. Kinzie St. Secretary
 J. F. Cantlon, 142 Front St. Collector
 E. W. Wallbaum, 224 Larrabee St. Receiver
 Pat Grady, Lake Forest, Ill. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays cor. Main and Fourteenth Sts.
 Joseph Quinn, Box 239 Master
 Frank Ray, Box 685 Secretary
 Wm. King Collector
 J. W. Chisholm, Box 685 Receiver
 John Leibtag, Box 386 Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets every Tuesday evening at 7:30, at 512 San Fernando St.
 J. J. Lawton, Box 72 Master
 Geo. C. Morton, Box 72 Secretary
 W. J. Grant, Box 72 Collector
 Geo. C. Morton, Box 72 Receiver
 F. B. Boyett, 11 Aurora st. Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets every Tuesday, at Engineers' Hall.
 F. C. Sokes Master
 E. G. White Secretary
 E. J. Turner Collector
 R. W. Shields Receiver
 F. R. Kramer Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets every Friday evening, at No. 33 Market St.
 E. E. Pruyn, 41 First Ave. Master
 Geo. A. White, 188 Brown St. Secretary
 W. M. Chadwick, 171 N. Union St. Collector
 James Clark, 171 N. Union St. Receiver
 Jas. A. Clark, 171 N. Union St. Mag. Agent

100. ADAIR; Bowling Green, Ky.

Meets every Monday at 2 P. M.
 P. J. Burke Master
 Wm. H. Hawkins Secretary
 Woods L. Miller Collector
 Wesley Alstip Receiver
 Richard A. Potter Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
 J. F. Bryan, L. Box 319 Master
 J. H. Murphy, Box 228 Secretary
 J. W. Crouch, Box 288 Collector
 J. F. Bryan, L. Box 319 Receiver
 F. S. Templeton Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor Sycamore and Sixth St.
 F. S. Payne, 1221 Court Ave. Master
 J. W. Combs, 1321 Buchanan St. Secretary
 John Lovelass, 1203 Fillmore St. Collector
 J. W. Combs, 1321 Buchanan St. Receiver
 H. L. Wilson, 511 E. Locust St., Des Moines, Iowa Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
 Clark H. Rae, 1242 Twelfth St. Master
 J. J. Lawson, 1108 12th St. Secretary
 James White, 2110 W. Madison St. Collector
 J. J. Lawson, 1108 12th St. Receiver
 John H. Patrick, 939 Tenth St. Magazine Agent

104. "OLD KENTUCKY," Ludlow, Ky.

Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
 H. G. Chrisinger, Box 76 Master
 M. J. Connelly Secretary
 Chas. Heimberger Collector
 E. Doran, Box 76 Receiver
 Chas. Heimberger Magazine Agent

105. PROGRESS; Galesburg, Ill.

Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
 J. T. McDavid, 319 Day St. Master
 Wm. Heath, 351 E. Main St. Secretary
 J. L. Nelson, 327 N. Seminary St. Collector
 Fred W. Peterson, 16 W 3d St. Receiver
 C. G. Nelson, 52 Seminary St. Mag. Agent

106. KEY CITY; Dubuque, Iowa.

Meets 2d and 4th Sundays at 2 P. M., over Master Mechanic's Office.
 Jas. B. Smith, 1001 Lake St. Master
 D. W. Mason, 438 High St. Secretary
 J. E. Haynes, 235 High St. Collector
 John P. Sandry, 162 High St. Receiver
 J. Haines, 18 High St. Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmerman's Hall every Thursday evening.
 M. Dean Master
 Ed. W. Armor, Box 701 Secretary
 E. W. Armor, Box 701 Collector
 J. A. Farnworth, Box 283 Receiver
 Geo. Canaan, Box 388 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
 Herman Berndt Master
 Michael Hurley Secretary
 F. L. Hindle Collector
 J. C. McCabe, Box 8 Receiver
 Edward Bradley Magazine Agent

109. PEACE; St. Louis, Mo.

Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St.
 C. E. Amos, 2346 Mullamphy St. Master
 W. M. White, 911 Chouteau Ave. Secretary
 Geo. Dreyer, 736 S. Ewing St. Collector
 J. L. Pate, 3034 Rutger St. Receiver
 J. L. Pate, 3034 Rutger St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
 J. R. Gordon, L. Box 25 Master
 C. P. Collins, 29 Oak St., E. Toledo, O. Secretary
 Zeno Kirk Collector
 Chas. F. Pillard, L. Box 236 Receiver
 C. P. Collins, 29 Oak St., E. Toledo, O. Mag. Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall Sunday at 2:30 P. M.
 C. I. Singleton, Box 50 Master
 T. F. Barrett, Box 427 Secretary
 O. C. Henry Collector
 C. J. Singleton, Box 50 Receiver
 Ben Newkirk Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets 1st and 3d Tuesdays in Heiserman's Hall, at 7:30 P. M.
 S. R. Wild Master
 John C. Branham Secretary
 John C. Branham Collector
 E. F. Lynch Receiver
 Thos. F. Thickston Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
 Ed. Anderson Master
 Ed. Staples Secretary
 Wm. Randolph Collector
 James Hand Receiver
 E. G. Leaf, Ogden, Utah Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets every Wednesday at 8 P. M.
 W. S. McGuire, Box 46 Master
 James N. Boggs Secretary
 Michael Welch, 102 Evans St. Collector
 John Dunne Receiver
 Thos. O. Jones, Box 250 Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in The Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts. Master
 J. H. Steinhoff, Avenue I, between 37th and 38th Sts. Secretary
 G. E. Labitt, So. 35th, bet. Church and Winnie Sts. Collector
 H. L. Briggs, 8th and Market Sts. Receiver
 A. J. Schmidt, 37th street, between H and I Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets 1st and 3d Sundays in Engineers' Hall at 1:30 P. M.
 Wm. A. Brown Master
 Samuel Carson, Box 198 Secretary
 J. N. Timens, Box 3 Collector
 E. G. Hubbard, Box 127 Receiver
 W. Renwick, Box 107 Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 Robt. Hornsby, 151 Clarence St. Master
 Edwin S. Chapman, 151 Clarence St. Secretary
 S. T. Fletcher, 221 Maitland St. Collector
 John W. Cox, 358 Simcoe St. Receiver
 Robt. Lister, 411 Hill St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
 James Law Master
 G. A. Pearson Secretary
 G. A. Pearson Collector
 John Kelley Receiver
 F. Douir Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 W. H. Rougeau, I. C. Ry. Station Master
 Wm. Carmichael, I. C. Ry. Station Secretary
 James Fohy, I. C. Ry. Station Collector
 Wm. Carmichael, I. C. Ry. Station Receiver
 W. H. Rougeau, I. C. Ry. Station Maga. Agent

120. FORTUNE; Syracuse, N. Y.

Meets every Tuesday evening in Pike Block, Cor. Fayette and Salina Sts.
 E. F. McNulty, 2 Wall St. Master
 Simon Mangin, 196 Shomard St. Secretary
 L. G. Rouson, 20 Pioneer St. Collector
 F. H. Livingston, 59 Jackson St. Receiver
 W. H. Jacobson, 224 Gifford St. Mag. Agent

121. FELLOWSHIP; Corning, N. Y.

Meet 1st and 3d Sundays of each month at 3 P. M. in Odd Fellows Hall.
 F. E. Tetter Master
 Frank E. Hammer Secretary
 George E. Quick Collector
 William H. Smith Receiver
 C. E. Beales Magazine Agent

122. H. B. STONE; Beardstown, Ill.

Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
 D. A. Sherman, Box 148 Master
 Henry Henson, Box 397 Secretary
 N. Hiltner, L. Box 49 Collector
 Albert Sanks Receiver
 E. J. Summers, Box 694 Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, Corner 14th and Douglas Sts. every Wednesday at 8 P. M.
 Albert Cole, 1618 Jackson St Master
 F. W. Perkins, 1608 Chicago St Secretary
 William Cummings, 1308 South 12th St, Collector
 Albert Cole, 1618 Jackson St Receiver
 E. S. Emmons, 1007 So. 11th St Mag. Agent

124. PILOT; Perry, Iowa.

Meets 2d and 4th Sundays, in Odd Fellows' Hall, at 2:30 P. M.
 H. A. Draper Master
 T. F. Quinn, Box 585 Secretary
 H. C. D-Groat Collector
 M. D. Grady Receiver
 M. D. Grady Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets 2d and 4th Sundays of each month in Room 15 South Center St. opposite new Court House.
 J. M. Speers, 605 S. Third St Master
 H. C. Boggle, 604 E. Linn St Secretary
 T. H. Meredith, 112 S. J Ave Collector
 J. M. Larimer, 325 S. Third St Receiver
 J. H. Crellin, 612 E. Linn St Magazine Agent

126. COMET; Austin, Minn.

Meets 2d and 4th Sundays of each month in Hays' Hall.
 W. A. Searles Master
 O. C. Cornforth Secretary
 August Olson Collector
 O. C. Cornforth Receiver
 August Olson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets 1st Tuesday and 3d Sunday, in Assiniboine Hall, 133 Ross St.
 John Wellington, 229 Rose St Master
 W. H. Woods, 14 Patrick St Secretary
 W. H. Woods, 14 Patrick St Collector
 J. G. Jonah, 226 McWilliams St Receiver
 Geo. M. Vansickle, care P. R. shops, Mag. Agent

128. LANDMARK; Glendive, Montana.

Meets 1st and 3d Tuesdays at 7 P. M.
 Arthur Todd Master
 Daniel Sinclair, Box 55 Secretary
 James McKenzie, Box 55 Collector
 Samuel E. Burns, Fox 5yth, Mont Receiver
 Douglas Westfall, Box 55 Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays.
 R. E. Gorham, Box 422 Master
 Thos. Faulkes, Box 128 Secretary
 M. A. Harring, Box 525 Collector
 J. S. Rogers, Box 622 Receiver
 J. J. Kelly, Box 480 Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
 C. S. McAuliffe, 541 Washington street Master
 Peter F. Fox, 345 Barclay St Secretary
 Jas. H. Brady, 321 Clinton St Collector
 Thomas Dwyer, 35 Jackson St Receiver
 Edward Summers, 99 Sixth St Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets 1st and 3d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.
 Geo. W. Hammond, Box 500 Master
 R. B. Cochran, Box 121 Secretary
 Wm. D. Goltz Collector
 R. J. Luxan, Box 386 Receiver
 R. J. Luxan, Box 386 Magazine Agent

132. MARVIN HUGHITT; Earle Grove, Iowa.

Meets in Opera House 1st and 3d Sundays and last Wednesday at 2 P. M.
 W. J. Coleman, Box 7 Master
 F. Murphy, Box 100 Secretary
 Fisher Wressell Collector
 John H. Howell Receiver
 Lewis V. Roberts Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.

Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
 M. E. Montgomery Master
 W. G. Houghton, Box 10 Secretary
 Thomas Parry Collector
 Arthur Herlder Receiver
 J. C. Smith Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets 1st and 3d Sundays and 2d and 4th Mondays.
 E. W. Gibson Master
 H. E. Cowan Secretary
 M. I. Spaulding Collector
 E. W. Gibson Receiver
 Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall 1st and 3d Tuesdays at 7 P. M.
 E. A. Seegar, Box 184 Master
 W. B. Sisson, Box 184 Secretary
 F. L. Fitch Collector
 W. B. Sisson, Box 184 Receiver
 F. Fitch, L. Box 184 Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets alternate Saturdays at 7 P. M., Cor. Kent and Cambridge Ss.
 George Pratt, Box 168 Master
 L. McIntosh Secretary
 Joseph Kelcher Collector
 J. Jeffries Receiver
 J. Jeffries Magazine Agent

137. PROTECTION, Eldon, Iowa.

Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
 L. C. Allen Master
 J. T. Hull, Box 196 Secretary
 Geo. W. Trott Collector
 A. Shunterman Receiver
 F. James Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
 James A. Flack Master
 Sam Shaunnassy, 16 Crocker St Secretary
 Wm. A. Brubaker, 10 State St Collector
 Sam Shaunnassy, 16 Crocker St Receiver
 Wm. A. Brubaker, 10 State St Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
 Wm. Manerhan, Box 31 Master
 George Landes, Box 31 Secretary
 L. J. Whyers, Box 31 Collector
 J. J. Norton, Box 31 Receiver
 Wm. Manerhan Magazine Agent

140. MOUNT OUBAY; Salida, Colo.

Meets every Monday at 7:30 P. M., in Fraternity Hall.
 A. K. Brown, Box 599 Master
 L. W. Jones, Box 122 Secretary
 J. W. Hardy, L. Box 399 Collector
 S. D. Alger, Box 599 Receiver
 W. E. Somerville, L. Box 599 Magazine Agent

141. A. G. PORTEE; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at 7:30 P. M.
 A. J. Kohler, 34 Allen St Master
 H. Westerman, 20 Buchanan St Secretary
 C. F. Sweney, cor. Holton Ave. and Fisher St Collector
 W. R. Fredricks, 415 Lafayette St Receiver
 T. E. Short, 293 W. Main St Magazine Agent

142. C. R. WHIPPLE; Toledo, Ohio.

Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. at 245 St. Clair St.
 John Rappaport, cor. Collinwood Ave and Vance St Master
 G. W. Nepper, corner of Broadway and Knopp Sts Secretary
 L. H. Heeman, 180 Segure Ave Collector
 G. W. Nepper, corner of Broadway and Knopp Sts Receiver
 B. I. Ross, Penn. engine house Mag. Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
 T. J. Roberts, 1218 Eleventh Ave. Master
 J. W. Littlejohn, Berkley, Alameda, Co. Secretary
 Ed Johnson, 916 Wood St. Collector
 F. B. Hall, West Oakland P. O. Receiver
 E. E. Cushing, 861 Myrtle street, Oakland, Cal. Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M. in Patterson's Hall, I. C. R. Depot.
 John Morton Master
 Wm. A. Thomson Secretary
 Wm. Bastin Collector
 John Devereaux Receiver
 Wm. Smallwood Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.

Meet every Wednesday at 2:30 P. M. in Jones' Hall, 601 Austin St.
 H. M. Brown, 818 Ave. D. Master
 Robt. Nicholson, No. 5 Eighth St. Secretary
 Robt. Nicholson, No. 5 Eighth St. Collector
 H. M. Brown, 818 Ave. D. Receiver
 John Sullivan, 110 Avenue D. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
 John F. Broughton, S. P. Ry. Master
 Chas. D. Sedgwick, H. E. & W. T. Ry. Secretary
 F. M. Betris, 5 Murray St. Collector
 Fred Keeler, S. P. R. R. Shops Receiver
 D. M. Moody, 109 Elysian St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meet every Monday at 8:00 P. M.
 R. Robinson, Box 105. Master
 C. Sweeney, Box 105. Secretary
 Thos. H. Boyd Collector
 James Conney Receiver
 W. E. Brown, Clebourne, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets every Friday at 1:30 P. M. in K. of P. Hall.
 M. Hogan, Box 1342. Master
 W. N. Reynolds, Box 1349. Secretary
 P. R. Faskell, Box 1349. Collector
 Thomas Fraser, Box 1349. Receiver
 I. H. Bennett, Box 1349. Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets 2d and 4th Saturdays at 8 P. M., at 110 East 125th street.
 F. C. Donigan, 2402 Eighth Ave. Master
 P. A. Donahue, 311 W. 55th St. Secretary
 Sam. Loashy, 2507 Eighth Ave. Collector
 P. Witzel, 400 E. 121st St. Receiver
 P. Witzel, 400 E. 121st St. Magazine Agent

150. S. H. STEVENS; Marquette, Mich.

Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
 L. L. Hood, Room 8, Gregory Block, W. Washington St., Marquette, L. S., Mich. Master
 Arthur Bishop, 146 Main St. Secretary
 Fred Brown, Marquette, L. S., Mich. Collector
 Chas. Zryd, Marquette, L. S., Mich. Receiver
 Chas. Zryd, Marquette, L. S., Mich. Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meet 1st and 3d Sundays at 2:30 P. M.
 James Oliver, N. & N. W. Ry. Master
 Wm. Broughton, 14 Inchbury St. So. Secretary
 James Palmer, 12 Crook St. Collector
 Wm. Broughton, 18 Inchbury St. So. Receiver
 John McColl, 17 Crook's Street. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Odd Fellows' Hall 1st and 3d Sundays.
 E. L. Jacoby, Box 605. Master
 Fred C. McDonald, Box 662. Secretary
 John A. Mainex, Box 902. Collector
 Fred Cooper Receiver
 Fred C. McDonald, Box 662. Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
 G. K. Bates, 123 N. Barbee St. Master
 Alexander Barr, 1126 Oak St. Secretary
 G. K. Bates, 123 N. Barbee St. Collector
 John Haggart Receiver
 W. F. Strode, 216 So. Barbee St. Magazine Agent

154. McKEEN; Ottawa, Kansas.

Meets in K. P. Hall on 2d and 4th Sundays at 2 P. M.
 W. L. Miller, Box 432. Master
 A. L. Beardsley, 810 King St. Secretary
 W. R. Knickerbocker Collector
 Arthur Hill Receiver
 W. D. Frisby, 637 Ann St., Wyandotte Kan. Magazine Agent

155. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
 M. P. Gibson, Box 256. Master
 J. H. Colemar, Box 256. Secretary
 L. T. Branham, Box 256. Collector
 R. F. Wright, Box 256. Receiver
 B. S. Bently, Box 256. Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 H. P. Mat hews, L. Box 201. Secretary
 H. P. Matthews, L. Box 201. Collector
 B. E. Flaherty Receiver
 G. H. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
 Tim. Teahan, 447 Clinton St. Master
 J. Nopper, 217 Cogan st. Secretary
 E. Heidenrich, 124 Hastings St. Collector
 J. Nopper, 217 Cogan St. Receiver
 Peter Sewell, 42 Russell St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets every Saturday at 7:30 P. M., at Simmons' Hall, cor. Summer and Union Sts.
 J. W. Sullivan, 513 High St. Master
 G. F. Dullinger, 1034 S. College St. Secretary
 J. L. Enoch, 1202 S. College St. Collector
 F. G. Harrison, 607 Stevenson Ave. Receiver
 W. D. Bledsoe, 11 Joseph Ave. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, Third and Main Sts., 2d and 4th Sundays at 2 P. M.
 Morris Hoffman, 805 Olive St. Master
 Edgar G. Hitch, 931 Canal St. Secretary
 Robert T. Skinner, 519 Harriet st. Collector
 John K. Taylor, 100 Lincoln Ave. Receiver
 Jerry Burke, 606 S. 8th st., Terre Haute, Mag. Agent

161. HERALD; Burlington, Iowa.

Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
 C. C. Maxwell, 1022 S. Fourth St. Master
 P. Mersell, 221 S. Eighth St. Secretary
 A. J. Eccles, 906 Angular St. Collector
 S. W. Bowser, Round House Receiver
 W. R. Strain, 1303 Madison St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Wednesday at 7:30, and 1st Sunday at 2 P. M.
 D. F. Wagner, 208 Fourth St. Master
 Chas. E. Platt, 211 Third St. Secretary
 D. F. Wagner, 208 Fourth St. Collector
 A. H. Gordon, 2-8 Beardsley Ave. Receiver
 F. Roderick, 1005 So. 2d St. Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets every Friday at 7 P. M., at Masonic Hall.
 Tim. Carder Master
 DeWitt Hope, Box 56. Secretary
 D. Hope, Box 56. Collector
 D. B. Rathfon, Box 56. Receiver
 J. Flaherty Magazine Agent

- 164. EEL RIVER; Butler, Ind.**
Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
S. E. Moshammer Master
C. E. Blair Secretary
R. H. Murch Collector
J. H. Derck, Box 202 Receiver
W. H. Weber, Box 324 Magazine Agent
- 165. ROBERT ANDREWS; Andrews, Ind.**
Meets in Firemen's Hall every Monday at 7 P. M.
Albert E. Routh Master
G. W. Adams Secretary
Geo. B. Richardson Collector
W. H. Dalley Receiver
J. N. Wright Magazine Agent
- 166. WM. HUGO; Huntington, Ind.**
Meets in Engineer's Hall every Wednesday evening.
W. G. Cox Master
F. Z. ppenfeld, Box 523 Secretary
C. W. Hammond Collector
C. C. Robertson, Box 844 Receiver
P. F. Murphy, Box 378 Magazine Agent
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meets in I. O. O. F. Hall 1st and 3d Mondays.
J. W. Reedy, Albina, Ore. Master
Wm. Birkett, Box 242 Secretary
G. A. Ferguson, L. Box 332 Collector
Jno. Belat Receiver
H. P. Smith, L. Box 347 Magazine Agent
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. J. Brown, 311 Rose st. Master
Frank Krause, Box 214, Portage, Wis. Secretary
E. J. Gerslenkorn, Box 342, Portage, Wis. Collector
Thomas Cawley, 522 Mill st. Receiver
Frank Krause, Box 214, Portage, Wis., Mag. Agent
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
C. S. Graham 31 S. Divison St. Master
W. N. Kelly, 20 Oak St. Secretary
H. S. Hynes, 45 Hill St. Collector
A. H. Spencer, 18 Elm St. Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent
- 170. PRAIRIE; Huron, Dakota.**
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
T. Walter Bandy Master
Geo. E. Coon, Box 909 Secretary
L. L. Nelbling, Box 784 Collector
Jos. C. Graft, Box 168 Receiver
W. A. Brown Magazine Agent
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets in Caedonia Hall 2d Saturdays and 4th Thursdays.
F. W. White, Box 674 Master
D. W. Duncan, Box 167 Secretary
T. W. Hennessy, Box 167 Collector
F. M. White, Box 606 Receiver
Thos. Hennessy Magazine Agent
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays.
T. W. Turner, 514 Wellington St. Master
J. G. Armstrong, Richmond Lodge Secretary
F. Morrison Collector
H. Handysides Receiver
Alex. McNair, 56 Ottawa St. Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday at 7:30 P. M. in B. of L. F. hall.
H. Heide Master
T. J. Carter Secretary
John C. Bull, Williams, Ariz. Collector
C. F. Evans, Coolidge, N. Mex. Receiver
E. W. Davis Magazine Agent
- 174. HARRISBURG; Harrisburg, Pa.**
Meets Cor. Third and Cumberland Sts., over Merchants' Bank, 2d and 4th Sundays at 1 P. M.
Wm. H. Mo ne, 1304 N. 6th St. Master
H. O. Motter, 1720 N. Third St. Secretary
H. J. Roberts, 503 Riley St. Collector
Wm. Blessing, 422 Riley St. Receiver
H. S. Gingrich, 1413 Wallace St. Magazine Agent
- 175. TAYLOB; Newark, Ohio.**
Meets in O. R. C. Hall at 12½ North 2d St., every Wednesday at 7 P. M.
A. A. Hickerson, 53 N. First at Master
John Adkins, Box C Secretary
W. R. Stone, Box C Collector
John Adkins, Box C Receiver
C. D. Tomlinson Magazine Agent
- 176. MAIN LINE; Clifton, Ill.**
Meets 1st and 3d Sundays of each month
A. G. Turlay, Box 61 Master
W. F. Gorman, Box 295 Secretary
C. H. Porter, Box 41 Collector
W. F. Gorman, Box 295 Receiver
C. H. Porter, Box 41 Magazine Agent
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
H. L. Morton, Box 214 Master
G. M. Lovett Secretary
O. J. Leach, Box 184 Collector
Jas. Fink Receiver
O. J. Leach, Box 184 Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets in Emporium Hall Tuesdays, at 8 P. M.
Leonard W. Kessler, 223 N. 3d St. W. Master
Wm. J. Horne, 16 S. Third St. W. Secretary
Geo. M. Edwards, D. & R. S. shops Receiver
F. A. Featherston, D. & R. S. shops Collector
Arthur W. Roberts, D. & R. S. shops, Mag. Agent
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays.
W. Spohr, Box 6 Master
J. K. Robinson, 730 N. Tenth St. Secretary
Geo. Hinkle, Box 430 Collector
J. K. Robinson, 730 N. 10th st. Receiver
I. M. Freese, 13st., bet. V and W St. Mag. Agent
- 180. THREE STATES; Cairo, Ill.**
Meets cor. 12th st. and Washington Ave., 2d and 4th Sundays.
J. C. O'Connell, 308 Twenty-First St. Master
G. B. Vincent Secretary
M. J. Kiley, 714 Cedar St. Collector
A. J. Jaeckel Receiver
J. C. O'Connell Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
Thomas Farley Master
Alex. Hobson Secretary
Thomas H. Cowford Collector
James Nicholson Receiver
Alex. Dunbar Magazine Agent
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
John Ford, 461 W. 18th St. Master
A. H. Gifford, 1815 Myrtle St. Secretary
W. E. Rose, 63 W. Thirtieth St. Collector
Chas. Fitzmorris, 63 W. 13th St. Receiver
Chas. Fitzmorris, 63 W. 13th St. Mag. Agent
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets in Engineer's Hall alternate Thursday evenings.
J. M. Gaines, Box 152 Master
S. A. Hohman, Box 32 Secretary
W. T. Wade Collector
H. I. Miller, Box 151 Receiver
D. A. Carver, Box 301 Magazine Agent
- 184. LIMA; Lima, Ohio.**
Meets every Sundays at 1:30 P. M. in Irish Block.
E. L. Melhorn Master
W. J. Dunn, 178 S. Jackson St. Secretary
Joe Bowsher, Box 777 Collector
John E. Myers, 439 S. Main St. Receiver
S. H. Hartling, 601 N. Union St. Magazine Agent
- 185. DELFIDITY; Delphos, Ohio.**
Meets in Beyer's Hall every Sunday at 2 P. M.
W. S. Miller Master
J. F. Hallisey, Box 311 Secretary
B. Cramer Collector
A. J. Hogarth, Box 311 Receiver
J. B. Grove, Box 143, Delphos, O. Magazine Agent

186. CHAMBERLIN; Chicago, Ill.
Meets in Walther's hall, 3834 State St., 1st and 3d
Sundays of each month.
G. M. Blackburn, 356 w. Forty-third St. Master
Jas. Manning, 534 Root St. Secretary
J. E. Callaghan, 2538 Butterfield St. Collector
Wm. Stack, 2523 Shields ave Receiver
F. J. Northup, 1522 Wabash Ave Mag. Agent

187. LITTLE GIANT; Charleston, Ill.
Meets in Firemen's Hall 1st and 3d Sundays.
Harry Douglass Master
Samuel Prater Secretary
Harry Douglass Collector
J. F. McDougal Receiver
Morgan Callahan Magazine Agent

188. S. S. MERRILL; Chicago, Ill.
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W.
Lake St.
E. P. Tobias, 27 N. Oakley street Master
Wm. O. Cleveland, 100 Washtenaw ave., Secretary
Geo. P. Smith, 42 Artesian ave Collector
H. Price, 1018 A Fulton st Receiver
L. L. Gay, 1009 Fulton st Magazine Agent

189. BALDWIN; Ft. Howard, Wis.
Meets 2d and 4th Sundays, 3 P. M.
H. L. Nichols, L. Box 39 Master
D. E. Hogan Secretary
Jay Parkinson, Box 206, Green Bay, Wis. Collector
M. Sheehy, Fort Howard, Wis. Receiver
Geo. Shequia Magazine Agent

190. FERGUSON; Mitchell, Dakota.
Meets in I. O. O. F. Hall 1st and 3d Sundays at
2 P. M.
William M. Smith, Box 677 Master
John F. Stafford Secretary
Edward Smith, Sanborn, Iowa Collector
Emmet Wentworth, Sanborn, Iowa Receiver
Edward Smith, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.
Meets every Wednesday at 7:30 P. M., at Thomp-
son's Hall.
W. T. Field, L. Box 54 Master
W. F. Koontz, L. Box 16 Secretary
M. K. Mayhew, L. Box 16 Collector
E. J. Healy, Billings, Montana Receiver
J. Martin, L. Box 16 Magazine Agent

192. MT. TACOMA; New Tacoma, Washington Ter.
Meets 2d and 4th Sundays of each month.
John H. Moss, 912 Tacoma Ave Master
F. M. Sisson Secretary
J. M. Hughes Collector
J. S. Moss Receiver
F. H. Andrews, 1783 E St. Magazine Agent

193. J. B. MAYNARD; Albina, Oregon.
Meet in Hill's Hall, 2d and 4th Sundays.
J. R. Clark, E. Portland, Oregon Master
H. W. Hall, Box 287, East Portland, Oregon Secretary
D. J. Byrne, Box 287, East Portland, Oregon Collector
H. W. Hall, Box 287, East Portland, Oregon Receiver
J. F. McQuaid, McMinnville, Ore. Mag. Agent

194. BONANZA; Missoula, Montana.
Meets every Monday night in I. O. O. F. Hall
C. H. March, Box 45 Master
E. L. Hollister, L. Box 24 Secretary
Milton Cheney Collector
H. W. Smith Receiver
Samuel Gardner Magazine Agent

195. RE-ECHO; Montpelier, Idaho.
Meets in K. of L. Hall Fridays, at 7:30 P. M.
S. L. Wyssong Master
J. E. Toner Secretary
Ed. Purcell Collector
James Duffy Receiver
James Duffy Magazine Agent

196. CLOUD CITY; Leadville, Colo.
Meets 2d and 4th Fridays at 8:00 P. M., in G. A.
R. Hall.
Wm. Braden, 204 W. 5th St Master
S. W. Burdick, Box 330 Secretary
H. C. Newell Collector
H. A. Huddleston, Box 330 Receiver
George Moore, Box 330 Magazine Agent

197. RIVERSIDE; Savannah, Ill.
Meets 1st and 3d Sunday of each month.
Clarence Latham, Box 446 Master
Ira Hurless, Box 79 Secretary
Hiram Hicks, Box 79 Collector
W. K. Lord, Box 147 Receiver
Ira Hurless Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.
Meets 1st and 3d Sundays.
V. C. Fitzsimmons Master
E. E. Bishop, Box 765 Secretary
John Templer Collector
E. E. Bishop, Box 765 Receiver
E. E. Bishop, 79 Prospect St Magazine Agent

199. MAHONING; Youngstown, Ohio.
Meets every other Sunday evening in Union
Veteran Hall, Federal Street.
D. Heinzelman Master
J. B. Mawby Secretary
J. B. Mawby Collector
W. T. Raney, 199 Hine St. Receiver
J. B. Reese, 1235 Emma St. Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.
Meets every Monday evening at 7:30 in B. of L.
E. Hall.
M. R. Curry, Box 210 Master
P. McHale, N. O. & N. E. Shops Secretary
J. Finn, 309 N. Fourth Ave Collector
Jas. Raspberry Receiver
Chas. R. Lewis, 659 Rampart St., New Orleans, La Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.
Meets 1st and 3d Wednesday nights of each
month in K. of P. Hall
D. W. Shea Master
J. L. Jones Secretary
Tim Coughlin Collector
J. L. Jones Receiver
J. D. Bledsoe Magazine Agent

202. SCIOTO; Chillicothe, Ohio.
Meets in Clough's Hall 1st Sundays at 2:30 P. M.,
and 3d Mondays at 7 P. M.
Sinnat Barker, Box 68 Master
C. W. Sanders, Box 1231 Secretary
Albert Maunell, 364 Second St Collector
Frank Willis, 361 E. Main St Receiver
C. W. Sanders Box 1231 Magazine Agent

203. GARFIELD; Garrett, Ind.
Meets every Friday at 7:30 P. M.
Thomas Cunningham, Box 70 Master
W. K. George Secretary
M. W. Smith Collector
Frank Whiteman, Box 26 Receiver
F. Wheterman, Box 26 Magazine Agent

204. COTTON BELT; Jonesboro, Ark.
Meets at Stacy Hall, every Monday at 7 P. M.
A. Donnigan Master
L. D. Roberts, L. Box 165 Secretary
Ambrose Donigan Collector
L. D. Roberts, L. Box 165 Receiver
W. B. Williamson Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.
Meets 2d and 4th Sundays at 2 P. M., in A. O. U.
W. Hall.
George Atherton, 228 Kline St Master
C. A. Marsh, 203 Chandler St Secretary
C. M. Riddle, 220 Kline St Collector
J. R. Musselman, 620 Branner St. Receiver
John Symington, 207 Hancock St. Mag. Agent

206. FORT PICKERING; Memphis, Tenn.
Meets first Monday and third Saturday of each
month at Miller's Hall, corner Fifth and Jack-
son streets.
E. J. Hatch, 809 Main St Master
Dan S. Ramey, 328 Union St., Secretary
Wilkie Bickerstaff, care M. & T. R. R. Shops Collector
John D. Franklin, care K. C. M. & B. R. R. Receiver
Walter E. Owens, 787 Main St. Mag. Agent

- 207. LOYAL; Meadville, Pa.**
Meets in Arcanum Hall 1st and 3d Thursdays,
and 2d and 4th Wednesdays
Thos. S. Taylor, 787 Stewart St. Master
Chas. W. Higgins, Box 470 Secretary
Thos. Newberry Collector
Thos. Taylor, 787 Stewart St. Receiver
Wm. C. Curtis, Vallowia, Pa. Magazine Agent
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in C. M. B. A. Hall; alternate Tuesday
and Saturday evenings.
John Hill, Box 82 Master
J. J. Lannan, Box 131 Secretary
Martin Griffin Collector
Daniel C. Regan Receiver
C. A. Allen Magazine Agent
- 209. SARATOGA; Whitehall, N. Y.**
Meets alternate Sundays in Arcade Building.
W. R. Combs Master
D. H. LaCrosse, Box 386 Secretary
H. W. Collins, Box 274 Collector
Thos. Dorcal Receiver
W. C. Holloway Magazine Agent
- 210. 18-K; Schenectady, N. Y.**
Meets eve y other Thursday in McCamus' Hall.
J. K. VanVranken, Box 497 Master
Charles R. Weeks, Box 497 Secretary
Homer Eysgar, Box 646 Collector
Timothy Smith, Box 497 Receiver
John W. Vrooman Box 497 Magazine Agent
- 211. ONOKU; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P.M.
S. F. Milheim, 438 Center St Master
W. H. McCormick, 425 Delaware St. Secretary
James R. Morris, 711 Wilkes Barre St. Collector
A. J. Mickle, 725 Berwick St. Receiver
E. A. Seek, 823 Berwick St. Magazine Agent
- 212. EMPIRE; Watertown, N. Y.**
Meets in Good Templars Hall 2d and 4th Sun-
days.
T. H. Lynch, 101 Factory St Master
H. A. French, 4 Cedar St. Secretary
H. A. French, 4 Cedar St. Collector
T. H. Lynch, 101 Factory St. Receiver
G. B. Walker, 71 Arsenal St. Magazine Agent
- 213. WEST SHORE; Frankfort, N. Y.**
Meet every Tuesday evening in Joslin Block.
M. J. Melroy Master
James Zollner Secretary
Wm. Weller Collector
B. Flansburg, Box 27, Coeyman Junc-
tion, N. Y. Receiver
D. P. Gillen, Canajoharie, N. Y. Mag. Agent
- 214. ORIOLE; Baltimore, Md.**
Meets in Lehman's Hall, 861 Garden St., 2d and
4th Sundays.
Albert F. Gibbons, 415 Fifth St. Master
John Garrick, 1901 Oak St. Secretary
R. L. Carnan, 308 E. Lanvall street Collector
J. N. Jones, 1100 Barclay St. Receiver
F. Gibbons, 1836 Wirt St. Magazine Agent
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in Vaughn's Hall 2d and 4th Sundays at
12:30 P. M.
W. R. Taber, 222 Fourth St. Master
J. W. Reed, 92 Second St. Secretary
C. P. Lowell, 355 Broadway, Greenbush,
N. Y. Collector
F. P. Brooksby, 80 Washington St., Green-
bush, N. Y. Receiver
C. P. Lowell, 355 Broadway, Greenbush,
N. Y. Magazine Agent
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sunday in each month in
Grand Army Hall, at 11:30 A. M.
Geo. W. Alden, 94 Mt. Vernon St. Master
O. A. Pope, F. R. R. Engine House,
Fitchburg, Mass. Secretary
W. H. Cone Collector
Geo. W. Alden, 94 Mt. Vernon st. Receiver
O. A. Pope, F. R. R. engine house Mag Agent
- 217. HEADLIGHT; Brazil, Ind.**
Meets in K. of P. Hall on 2d and 4th Sunday af-
ternoons.
W. K. Larr, Box 242 Master
Elmer P. Collins Secretary
G. L. Cook Collector
W. S. Cook Receiver
Wm. H. Johnson, Brazil, Ind. Magazine Agent
- 218. PIKES PEAK; Colorado City, Colo.**
Meets every Sunday at 12:30 P. M.
W. D. O'Brien Master
E. R. Hall, L. Box 220 Secretary
Amos Allen Collector
Thomas F. Burns, Box 822, Colorado
Springs Receiver
Wm. Walker Magazine Agent
- 219. SMOKY CITY; Allegheny, Pa.**
Meet every Monday at 2:30 P. M., Cor. Bidwell and
Pennsylvania Ave.
E. D. Cawley, 290 Franklin St. Master
C. Peterson, 176 Fulton St. Secretary
Ed. F. McCarty, 2 Refuge St. Collector
John T. Sweeney, 189 Adams st. Receiver
R. Beeson, 271 Franklin St. Magazine Agent
- 220. PROVIDENT; Sunbury, Pa.**
Meets 1st and 3d Sundays, in Cooper Hall.
Bailey Kennedy Master
C. A. Richards Secretary
A. C. Mitchell Collector
C. C. Bowen, Sunbury, Pa. Receiver
Harvey Buck Magazine Agent
- 221. HURON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at
8 P. M.
John McMillan, Jr., Box 73 Master
E. J. Everett, Box A. Secretary
F. J. Burgess Collector
W. K. Forbes Receiver
Chas. Farmer Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets at G. A. R., Child's block, 1st and 3d Sun-
days at 2 P. M.
C. W. Gardner, Box 738 Master
O. G. Anderson, Box 49 Secretary
Charles Taff Collector
O. G. Anderson Receiver
Alex. Graves Magazine Agent
- 223. ASHLAND; Lexington, Ky.**
Meets 1st and 3d Thursdays in I. O. O. F. Hall.
Thos. J. Kane, 289 E. Main St. Master
Frank Brandt, 227 E. Main St. Secretary
S. W. Malick, 199 E. Main St. Collector
F. Brandt, 227 E. Main St. Receiver
S. W. Malick, 199 E. Main St. Magazine Agent
- 224. T. C. BOOEN; St. Cloud, Minn.**
Meets 2d and 4th Sundays at 8 P. M. at Odd Fel-
low Hall.
Abe Vogel, L. Box 944 Master
Hubert Gans Secretary
John Mouran Collector
A. Vogel, L. Box 944 Receiver
J. A. Dickinson, Box 1128 Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
Meets every Monday night in Smith's Hall.
Burton Wheatley Master
W. H. Wadland Secretary
Con Goulding Collector
Will Blannerhassett Receiver
T. L. Drummond Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays at 8 P. M.
L. C. Overhiser Master
W. M. Nicol, L. Box 230 Secretary
J. Barry Collector
W. M. Nicol, L. Box 230 Receiver
J. H. Dunkin Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets 1st Wednesday and 4th Saturday at 2 P. M.
at Stevens' Hall, North Chenango St.
W. A. Wrigley, 23 Doubleday St. Master
G. B. Warner, 80 Lewis St. Secretary
W. A. Wrigley, 23 Doubleday St. Collector
Theodore Haskins, 30 Virgil St. Receiver
G. B. Warner, 80 Lewis St. Magazine Agent
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M., in the First
National Bank, No. 332 Lackawana ave.
S. M. Travis, 718 Adams ave Master
Jas. G. Burnett, 216 Lackawana Ave. Secretary
E. M. Tewksbury, 231 Fairview Ave,
Hyde Park Collector
Judson Bayly, 514 E. Market St. Receiver
A. R. Woodward, 226 N. 9th St. Mag. Agent

- 239. RICKARD; Utica, N. Y.**
Meets at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker st. Master
F. E. Beach, 232 Bleecker st. Secretary
J. J. Quirk, 158 Catharine st. Collector
A. E. Pease, 76 Main st. Receiver
Jas. G. Agans, Box 131, Canastota, N. Y. Magazine Agent
- 239. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays in each month, at 208 Washington Ave., at 7:30 P. M.
Geo. W. Gilkerson, Livingston Ave. above Ontario St. Master
Geo. M. Jeffers, 36 Ontario St. Secretary
Geo. W. Gilkerson, 557 Livingston Ave. Collector
Geo. M. Jeffers, 36 Ontario St. Receiver
Geo. Heckman, 108 Western Ave. Mag. Agent
- 231. DELAWARE; Wilmington, Delaware.**
Meets 1st and 3d Sundays at 2:30 P. M., corner Third and King Streets.
E. M. Sargent 618 west 4th St. Master
G. H. Larimore, 405 Lombard St. Secretary
George Clarey, 1011 Lombard St. Collector
G. H. Larimore, 405 Lombard St. Receiver
E. J. Gordon, 621 Lombard St. Mag. Agent
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays of each month, at 1 P. M., in K. of H. Hall.
D. H. Smith, Box 1431 Master
W. H. Tidaback, Box 1431 Secretary
W. J. Herlihy Collector
S. Gildersleeve, Box 1431 Receiver
H. B. Weeden, Drawer 104, Norwich, N. Y. Magazine Agent
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
Meets 1st Saturday evening and 3d Sunday afternoon in Victoria Hall.
Frank Probert Master
Kenneth Campbell, Box 286 Secretary
W. H. Gay Collector
R. H. Coggan, Box 81 Receiver
J. Stewart, Jr. Magazine Agent
- 234. NORTH BAY; North Bay, Ontario.**
Meets 1st and 3d Sundays, in B. of L. F. hall, W. R. Boucher Master
W. J. Thurlow, 119 Main St. Secretary
W. H. Allendale Collector
H. G. Reid Receiver
John Beattie Magazine Agent
- 235. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. W. Murphy, 3491 Denny St. Master
P. B. Williams, 2903 Penn Ave. Secretary
W. J. Adams, Arch St. above 28th Collector
H. B. Duff, corner Smallman and 26th St. Receiver
R. O. Ferrin, 2903 Penn st. Magazine Agent
- 236. HINTON; Hinton, West Virginia.**
Meets 1st and 3d Wednesdays at 1:30 P. M. and 2d and 4th Saturdays at 7:30 P. M.
W. A. Callahan Master
O. E. Madison Secretary
J. P. Steele Collector
J. R. Nutty Receiver
J. Grether, Box 118 Magazine Agent
- 237. CENTRAL PARK; Central Park, Ill.**
Meets 1st and 3d Sundays, in Tilton's Hall.
Ben Dean, Box 10 Master
M. J. Kennedy, 549 W. Ohio St., Chicago, Secretary
M. J. Kennedy, 549 W. Ohio St., Chicago, Collector
Thad. Chew, Dekalb, Ill. Receiver
Horace Brink Magazine Agent
- 238. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
H. C. Kehlman, 1134 Jefferson St. Master
Henry Kootz, S. 5th St. Secretary
A. E. Mercer Collector
H. C. Kehlman, 1134 Jefferson St. Receiver
. Magazine Agent
- 239. BUCKEYE; Delaware, Ohio.**
Meets 2d and 4th Sundays, in Reid & Powell's Hall.
F. L. Volk, Box 732 Master
J. J. Quinlan, Box 405 Secretary
J. J. Jennings Collector
Jas. B. Healy Receiver
James Quinlan, Box 405 Magazine Agent
- 240. GILBERT; Jackson, Mich.**
Meets every Monday at 7:30 P. M.
Jas. F. Eaton, 312 Blackstone St. Master
J. H. Bentley, 116 Cortland St. Secretary
M. A. Henry, 327 Quarry St. Collector
D. Green, 211 Orange St. Receiver
George Holden, 205 Beech st. Magazine Agent
- 241. MOUNTAIN CITY; Hazelton, Pa.**
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel Laurell St.
John Gleam, Box 300 Master
P. C. Hagerty, Box 300 Secretary
John McCall, Box 300 Collector
Andrew Krapf, Box 300 Receiver
John J. Pickering, Box 300 Magazine Agent
- 242. WHEATON; Elmira, N. Y.**
Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.
W. M. Bacon, 311 South Ave. Master
Chas. Barker, 870 McGee St. Secretary
M. C. Ward, 157 S. Second St. Collector
J. H. Bartholomew, 108 Ferris St. Receiver
Daniel Keefe, 360 W. Fifth St. Magazine Agent
- 243. J. H. SELBY; Texarkana, Texas.**
Meets every Sunday at 2 P. M.
W. F. Rowe, Texarkana, Ark. Master
S. A. Oliver, Texarkana, Ark. Secretary
J. M. Painter, Texarkana, Ark. Collector
E. H. Christman Glass Box 362, Texarkana, Ark. Receiver
E. H. Christman Glass, Box 362, Texarkana, Ark. Mag. Agent
- 244. T. P. O'BROURKE; Chicago, Ill.**
Meets 1st Thursday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson Sts.
C. Naylor, 97 Stewart Ave. Master
Jas. J. Deegan, 298 E. 22d St. Secretary
Wm. Baxter, 657 W. 13 Place Collector
N. E. Naro, 5637 Atlantic Ave. Receiver
P. C. Winn, 330 W. 12th St. Magazine Agent
- 245. GEORGIA; Savannah, Ga.**
Meets every Thursday at 7:30 P. M. and 3d Sunday at 2:30 P. M.
Joseph F. Dooner, 117½ Barnard St. Master
Adam Hutton, 117½ Barnard St. Secretary
Adam Hutton, 117 Barnard St. Collector
Fleming Goolshy, 212½ Harris St. Receiver
John J. Gordon, 101½ Montgomery St. Magazine Agent
- 246. MACON; Macon, Ga.**
Meets at M. & W. depot every Sunday.
W. M. Walker, 1325 Fourth St. Master
John Taylor, 553 Boundry St. Secretary
James Boatwright, 454 Oak St. Collector
Jas. M. Pool Receiver
E. B. Abell Magazine Agent
- 247. KENNESAW; Atlanta, Ga.**
Meets every Sunday at 2 P. M., at 49½ Broad St.
W. H. Hollingsworth, 390 Houston St. Master
Henry J. Young, 142 Mongum St. Secretary
S. N. Pitchford, 58 Smith St. Collector
John M. Baird, 194 Powers St. Receiver
Geo. Fichter Magazine Agent
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at 1:30 P. M., in G. A. R. Hall.
C. A. Mahan, Box 767 Master
J. S. Brown, Box 704 Secretary
Wm. Rose Collector
H. L. Adams, Box 537 Receiver
Chas. Weisell, Box 530 Magazine Agent

- 249. CALUMET; South Chicago, Ill.**
Meets 2d and 4th Sundays at 7:30 P. M., in Engineer's Hall, South Chicago.
Samuel T. Hooper, Judd, Cook Co., Ill. Master
Hugo Logan, Judd, Cook County, Ill. Secretary
Hugo Logan, Judd, Cook County, Ill. Collector
J. W. Swartzell, Judd, Cook County, Ill. Receiver
O. J. Austin, Judd, Cook Co., Ill. Mag. Agent
- 250. GOLDEN LINK; Wilkesbarre, Pa.**
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
E. A. Kelley, Ashley, Pa. Master
W. C. Daugherty, 71 Kidder St. Secretary
C. H. Laman, Kingston, Pa. Collector
C. Vanwhy, Ashley, Pa. Receiver
Elmer E. Butz, Ashley, Pa. Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets at Stahl's Hall 1st and 3d Sundays.
Theo. Lindenmuth East Mauch Chunk Master
John McAllister, Box 275 Secretary
L. H. Yetter, Box 275 Collector
C. Roberts, Box 275 Receiver
L. H. Yetter, Box 275 Magazine Agent
- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
Harry M. Hinkle Master
Frank Stocker Secretary
Geo. W. Ewing Collector
Martin M. Hinkle Receiver
H. A. Bennett, Box 531 Magazine Agent
- 253. TRENTON; Trenton, N. J.**
Meets in Bayard Post No. 8, G. A. R. room at 24 E. State St. 1st and 3d Sundays of each month.
John Hatfield, 47 Hart ave. Master
Robert Stackhouse, 697 Broad St. Secretary
Thos. H. Decator, 45 Hart Ave. Collector
Frank P. Parsons, 175 Brunswick Ave. Receiver
Wm. C. Mansey, 157 Passaic St. Magazine Agent
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays, at 7:30 P. M. in Masonic Hall.
W. H. Roberts Master
C. T. Crippen, Box 171 Secretary
P. J. Farrell Collector
J. P. Hoff Receiver
H. F. Reinoehl, Box 524 Magazine Agent
- 255. NEIGHBOR; McCook, Neb.**
Meets in Masonic Hall 1st and 3d Wednesdays, and 2d and 4th Saturdays.
Ernest McConnell, Box 154 Master
I. W. Jackson, Box 95 Secretary
I. W. Jackson, Box 95 Collector
G. A. Tolander, Box 521 Receiver
Frank McAdams, Box 216 Magazine Agent
- 256. HIGH LINE; Como, Colo.**
Meets every Thursday 8 P. M. in McFarlin Hall.
B. Bowerman Master
G. W. McAleer, Box 47 Secretary
M. S. Mathes Collector
G. W. McAleer, Box 47 Receiver
G. A. Milroy Magazine Agent
- 257. KIT CARSON; Raton, New Mexico.**
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
John W. Cullen Master
Alfred R. Cullen Secretary
B. F. Pine Collector
James McPherson Receiver
Chas. Miller, Box 56 Magazine Agent
- 258. RENO; Nickerson, Kansas.**
Meets in Odd Fellows Hall every Thursday evening at 7:30.
A. E. Leighty Master
J. S. Wood, L. Box 18 Secretary
Jas. Banton Collector
A. S. Ritenour Receiver
E. A. Devarraux Magazine Agent
- 259. CALIFORNIA; Sacramento, Cal.**
Meets 2d and 4th Tuesdays in Red Men's Hall, Masonic building, 8th and K Sts.
E. Kunz, 1311 Ninth St. Master
G. E. Hanford, Box 107 Secretary
C. W. Cox, 1517 N St. Collector
J. D. Cummings, Box 107 Receiver
G. E. Hanford, Box 107 Magazine Agent
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets 1st Sunday 3d Tuesday in Masonic hall.
Morgan Feathers, Box 110 Master
Israel Cook, Box 87 Secretary
Wm. Hanway Collector
Frank Ewing Receiver
George S. Lewis, Box 108 Magazine Agent
- 262. QUEEN CITY; West Toronto Junct., Ont.**
Meets 1st and 3d Mondays, and 2d and 4th Tuesdays at Carlton Hall.
W. B. Ritchey, Box 61 Master
John Donaldson Secretary
William Hyndman, Box 61 Collector
John Price Receiver
A. Madden Magazine Agent
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at Alamo Hall.
Thomas Thrallkill, Box 55 Master
S. M. Bridgewater, Lox Box 10 Secretary
B. C. Melson, Box 10 Collector
A. E. Aikman, Box 10 Receiver
A. Brownson Magazine Agent
- 264. J. K. GILBREATH; Butte City, Montana.**
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
Joseph Byrne, Box 4, South Butte Master
Peter Grant, South Butte Secretary
Geo. Tyndall, Box 832 Collector
C. H. DeCamp, Box 5, South Butte Receiver
Mac. Haskins, South Butte, Mon Mag. Agent
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meets 1st and 3d Sundays at 2:30 P. M. in I. O. O. F. Hall.
H. Norris, 59 River avenue Master
G. P. Downey, 13 Wenham avenue Secretary
Walter Pollett Collector
J. Kitzelman, 68 California St. Receiver
Elmer E. Decker, 447 S. Division St. Mag. Agent
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meets 1st and 3d Mondays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
J. E. Moquin Master
H. O. Fuller Secretary
L. Kittell Collector
Laurence Hoffman Receiver
Laurence Hoffman Magazine Agent
- 267. ENDEAVOR; Algiers, La.**
Meets at Castle Hall every Thursday at 7:30 P. M.
M. H. Brown, 78 Webster Ave. Master
A. G. Donely, 88½ Pacific Ave. Secretary
A. H. Flynn, 87 Pacific avenue Collector
A. B. Walters, 110 Pacific Ave. Receiver
A. H. Flynn, 87 Pacific Ave. Magazine Agent
- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn. Master
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn. Secretary
Jas. Harrington, 310 Long St. Collector
Tim O'Leary, care 301 Cor. McCreary and Hines St., Nashville, Tenn. Receiver
- 269. O. K.; Cincinnati, Ohio.**
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Luddon, 110 Cass St. Master
R. E. McKenzie, 151 Baymiller St. Secretary
W. C. Conn Collector
G. S. Kershner, 1331 Greenup St., Covington, Ky. Receiver
Ed. Cullen, 37 Budd St. Magazine Agent
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson, 2216 Cedar Ave. Master
D. Lucas, 407 Fifth St. S. Secretary
A. M. Getchell, 27 Second St. S. Collector
Chas. Kraft, 2116 Twenty-Ninth St. S. Receiver
Ambrose Powell, 3020 28th Ave. So., Mag. Agent
- 271. BYEAM; Stanhope, N. J.**
Meets in Drake's Hall, 2d and 4th Sundays at 4 P. M.
R. A. Trezise, Box 80, Port Morris Master
Wm. Weiler, Box 25, Port Morris Secretary
W. H. Blanchard, Port Morris Collector
Wm. Weiler, Box 25, Port Morris Receiver
M. T. Dickerman, Box 31, Port Morris, N. J. Magazine Agent

- 372. WILSON; Junction, N. J.**
Meets 1st and 3d Sundays in Well's Hall.
Jno. S. Eveland, Jr. Master
J. E. Dineen Secretary
Jacob S. Rodenbough Collector
J. W. Gary Receiver
John S. Eveland Magazine Agent
- 373. DENVER; Denver, Colo.**
Meets every Monday night in P. O. S. of A. Hall, corner 15th and Holladay Sts.
R. M. Huntington, 562 Santa Fe St. Master
H. J. Sweeney, 1043 Seventh St. Secretary
C. H. Curtis, 458 Clark St. Collector
W. J. Bratton, 1245 Pimont St. Receiver
J. E. Nichols, 2221 Lawrence St. Magazine Agt
- 374. JACKSON; Clifton Forge, Va.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Odd Fellows Hall.
J. H. Wright Master
C. H. Butcher Secretary
R. B. Donovan Collector
J. H. White, 811 Stewart St., Staunton Receiver
R. R. Johnson Magazine Agent
- 375. LEE; Richmond, Va.**
Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays at 1:30 P. M.
Wm. J. Burke, N.N. & M.V. Round House, Master
W. A. Demaine, N. N. & M. V. Round House Secretary
W. R. Sanders, 4 N. 18th St. Collector
Wm. J. Burke, NN& MV Round House Receiver
W. R. Sanders, No. 4 N. 18th St. Mag. Agent
- 376. REGINA; Vancouver, B. C.**
Meets every Monday evening in K. of P. Hall.
D. A. Morton Master
August Morton Secretary
August Morton Collector
Fred Clutterbuck Receiver
Harry Andrews Magazine Agent
- 377. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
O. E. Adams, L. & N. Shops Master
R. H. McCarty, L. & N. Shops Secretary
R. H. McCarty, L. & N. Shops Collector
Frank I. Carney, L. & N. Shops Receiver
W. A. Crawford, L. & N. Shops Magazine Agent
- 378. ANDERSON; Vicksburg, Miss.**
Meets 1st and 3d Tuesdays at 2 P. M. and 2d and 4th Fridays at 7 P. M.
H. J. Stanton, 817 Pearl St. Master
D. P. Weaver, 1107 S. Washington St. Secretary
E. R. Wright, 1107 S. Washington St. Collector
D. P. Weaver, 1107 S. Washington St. Receiver
E. Wright, 1107 So. Washington St. Mag. Agent
- 379. METEOR; McComb City, Miss.**
Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.
J. Lee Colton Master
A. W. Jennings, Box 87 Secretary
A. W. Jennings, Box 87 Collector
Ike H. Martin, Box 87 Receiver
E. M. Coe Box 87 Magazine Agent
- 380. OZARK; Thayer, Mo.**
Meets Sundays at 9 A. M. in Sachs' Hall.
W. H. Lohnes, Box 237 Master
Jacob Myers, Box 185 Secretary
G. E. Beaumont Collector
C. P. Countryman Receiver
Henry I. Ogle Magazine Agent
- 381. TUNNEL HILL; New Albany, Ind.**
Meets in Hedden's Hall 1st and 3d Sundays at 2 P. M.
J. S. Ashcroft Master
H. H. Hopkins Secretary
W. H. Sarles Collector
Wm. H. Stephens, N. 7th St. Receiver
John S. Keane, 118 Main St. Magazine Agent
- 382. BURNSIDE; Mt. Carmel, Ill.**
Meets in Lotta Hall on 1st and 3d Sundays at 2:30 P. M.
J. T. Worsham Master
Colvin Minniear Secretary
Wm. Couplau Collector
D. Aldridge Receiver
J. T. Worsham Magazine Agent
- 383. LACKAWANNA; Great Bend, Pa.**
Meets in Kettler's Hall 2d Sunday and 4th Wednesday.
F. J. May, Box 139, Hallstead, Pa. Master
E. Edenger Secretary
Thos. L. Connelly Collector
H. P. Trowbridge, Hallstead, Pa. Receiver
S. H. Wells, Great Bend, Pa. Mag. Agent
- 384. ELM CITY; New Haven, Conn.**
Meets at Elk's Hall, 852 Chapel St. 1st Saturday and 3d Sunday afternoon.
E. A. Ferrell, 159 Rosette St. Master
E. S. Alling, 123 Cedar St. Secretary
W. H. Dellert, 43 Carlisle St. Collector
Wm. A. Pyle, 46 Arthur St. Receiver
Chas. A. Baldwin, 243 Greenwich Ave. Magazine Agent
- 385. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month, Cor Pratt and Main Sts., in Bliss Hall.
H. L. Stearns, 4 Wooster St. Master
E. E. Bill, 27 Vine St. Secretary
B. A. Thayer, 112 Hopkins St. Collector
H. L. Stearns, 4 Wooster St. Receiver
J. H. Osmond, 38 Fairmont St. Magazine Agent
- 386. SAGINAW VALLEY; East Saginaw, Mich.**
Meets in B. L. E. Hall 2d and 4th Sundays at 2 P. M.
Wilfred Borland, 412 N. 4th St. Master
Adolphus Fixel, 1214 Miller St. Secretary
Robert Steiner, 675 N. 4th St. Collector
Wesley Beck, 124 Sears St. Receiver
A. Fixel, 1214 Miller St. Magazine Agent
- 387. ALTOONA; Altoona, Pa.**
Meets every Sunday at 2 P. M., in Ott's Hall, Twelfth St.
T. D. Trout, 2d ave. and 7th St. Master
J. C. Brode, 1004 Nineteenth St. Secretary
W. G. Miller, 1903 Union Ave. Collector
F. A. Davis, 1903 Union Ave. Receiver
P. F. Allen, 1213 Sixteenth avenue Mag. Agent
- 388. EMMET; Estherville, Iowa.**
Meets 1st Sunday and third Monday at 7:30 P. M. in Masonic Hall.
Geo. Godden, Box 76 Master
P. J. Sullivan, Box 48 Secretary
A. L. Houlthouse, Box 5 Collector
R. S. Robinson, Box 102 Receiver
D. L. Post, Box 78 Magazine Agent
- 389. GRAND ISLAND; Grand Island, Neb.**
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine Master
Geo. Morgan, Box 575 Secretary
Wm. H. Anyan Collector
Wm. Edwards Receiver
Wm. Edwards Magazine Agent
- 390. MARION Hannibal, Mo.**
Meets in Emmet Hall, 2d & 4th Sundays at 7 P. M.
W. E. Miles, 1101 Church st. Master
L. R. Bickel, 510 Bluff st. So. Secretary
J. S. Hart, 412 Washington St. Collector
W. F. Ritter, 217 S. 4th St. Receiver
L. R. Bickel, 510 Bluff St. Magazine Agent
- 391. ATLANTIC; Brooklyn, N. Y.**
Meets 2d Saturday evenings and 4th Sunday mornings at Pythian Hall.
Geo. P. Smith, 46 Williams Ave., 26th ward, Master
Walter Jamison, 7 Perry Place Secretary
John Logue Collector
Thos. H. Smith, 707 Madison St. Receiver
Ed. Locke, Sackman St., bet. E. New York and Liberty Ave., Station
E., Brooklyn, N. Y. Mag. Agent
- 392. POCAHONTAS; Holden, Mo.**
Meets in Odd Fellows' Hall, 2d and 4th Saturday.
J. C. Bell Master
G. R. Johnson Secretary
W. A. Bedell Collector
W. M. Bedell Receiver
G. R. Johnson Magazine Agent
- 393. LAFAYETTE; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2627 Fremont St. Master
W. J. Sharkey, 2608 Somerset St. Secretary
J. J. Haughey, 2710 Hewson St. Collector
L. Faber, 808 Buttonwood St. Receiver
G. W. Nevill, 1541 Palmer St. Magazine Agent

- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in
Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple, Box 262 Master
G. W. Lynch, L. Box 324 Secretary
O. G. Temple, Box 262 Collector
G. F. Parsons Receiver
E. A. T. Watkins, Box 262 Mag. Agent
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
J. V. Cunningham, 1314 Carry Ave. Master
A. R. Kough, 1235 Harrison St. Secretary
A. R. Kough, 1235 Harrison St. Collector
A. M. Kough, 1235 Harrison St. Receiver
F. W. Duncan, 506 Brady St. Magazine Agent
C. F. McSteen, care John McSteen, Magazine Agent
- 296. IRON RANGE; Duluth, Minn.**
Thomas Kelly, Two Harbors, Minn. Master
Walter H. Bell, Box 269, Two Harbors, Secretary
Minn. Collector
P. J. McGuire, Two Harbors, Minn. Receiver
J. G. Defond, 1916 W. Michigan St. Mag. Agent
A. Dahl, 1918 Michigan St., west
- 297. CLARK; Jeffersonville, Ind.**
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 392 Master
C. E. Buchler Secretary
P. J. Gaylin Collector
A. B. Chambers Receiver
P. A. Coleman Magazine Agent
- 298. GLENCOE; St. Louis, Mo.**
Meets at 2817 Chouteau Ave., 1st and 3d Mondays
at 1:30 P. M.
Geo. T. Andrews, 2029 Eugenie Street Master
J. W. Reynolds, 2132 Gratiot St. Secretary
Charles A. Durnell, 512 Montrose ave. Collector
W. J. Murphy, 314 Montrose ave. Receiver
H. L. Dedrick, 622 Argyle Ave. Mag. Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
James Butler, Alliance Master
W. H. Zink, L. Box 80 Secretary
G. R. Rock, Box 85 Collector
C. H. Ridge, Box 87 Receiver
W. S. Brown Magazine Agent
- 300. HARBOR CITY; Michigan City, Ind.**
Meets in I. O. O. F. Hall 1st, 3d and 5th Mondays
at 2 P. M.
A. B. Hewitt, Box 834 Master
W. H. Roe L. Box 644 Secretary
W. H. Henry, Box 49 Collector
Jas. Whitby, L. Box 704 Receiver
Lew Willson, 7th street Magazine Agent
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday
P. M. in Engineer's hall.
Samuel J. Norris Master
Frank W. Thompson Secretary pro tem
Frank W. Thompson Collector
Wm. M. Weeks Receiver
W. C. Baldwin Magazine Agent
- 302. YOUGHIOHENT; Connellsville, Pa.**
Meets alternate Sundays in Reisinger Hall, Main
street, Connellsville, Pa.
J. P. Smith, Box 261 Master
A. C. Plante Box 173 Secretary
S. A. McPhee, Box 387 Collector
A. C. Plante, Box 173 Receiver
W. J. Keenan, Box 36 Magazine Agent
- 303. VILLA PARK; Streator, Ill.**
Meets 1st and 3d Sundays.
J. J. Corcoran, 151 Monroe St. Master
J. B. Irwin, 1 Everett St. Secretary
Charles Barch Collector
Moses Cantlin, 161 North Monroe St. Receiver
Chas. Burtch, 155 E. Wilson St. Magazine Agent
- 304. THREE BRANCH; Argenta, Ark.**
Meets every Saturday evening at 7:30 P. M., in
Moses Hall, Argenta, Ark.
Jas. S. Sharp Master
Chas. F. Humphrey Secretary
E. S. Hunt, Box 157 Collector
R. G. Curtis Receiver
E. A. G. Sell, Box 115 Magazine Agent
- 305. UNWIN; Rat Portage, Ontario.**
Meets in Garfield Hall, 1st and 3d Wednesdays.
Sam S. Wilson Master
Wm. Burrage, Box 40 Secretary
Wm. Munt Collector
Chas. Unwin Receiver
Wm. Burrage, Box 40 Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday
at 3 P. M. in Temple Hall, Sanborn block.
J. C. Muzzey, 17 Green St. Master
F. H. Favor, 11 Fremont St. Secretary
Z. H. Durkee, Box 248, White River Junc-
tion, Vt. Collector
James Burbeck, 14 Prince St. Receiver
C. S. Woods, West Lebanon, N. H. Mag. Agent
- 307. HANDEN; Springfield, Mass.**
Meets in Crescent Hall, 218 Main St., 1st and 3d
Sundays.
Chas. A. Chapin, B. & A. Engine House Master
J. A. Simons, 122 Patton St. Secretary
John Fenton, 108 Congress St. Collector
M. D. Newton, Merrick, Mass. Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent
- 308. BELLE HAVEN; Alexandria, Va.**
Meets 2d and 4th Sundays.
J. W. Hook, 124 Duke St. Master
N. B. Grant Secretary
H. J. Mortimer Collector
W. M. Mansfield 1018, Duke st Receiver
H. J. Mortimer Magazine Agent
- 309. BARTHOLDI; Long Island City, N. Y.**
Meets 2d Mondays and 4th Saturdays in Schwal-
lenberg Hall.
Wm. J. Simon, Box 78, Shuetsen Park,
L. I., N. Y. Master
Jno. W. Brown, 147 Dupont St., Green
Point, L. I., N. Y. Secretary
Edward Murphy, Sag Harbor, L. I. Collector
Frank Sembler Receiver
W. A. Barnum, College Point, L. I. Mag. Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
Meets 1st, 3d and 4th Wednesdays at 7:30 P. M.,
and 3d Sunday at 2 P. M.
G. B. Meyers, Box 108 Master
H. E. Hartman Secretary
H. C. Martin Collector
Joshua Rhodes Receiver
J. T. Cole Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Ia.**
Meets in V. A. L. Hall 1st and 3d Sundays.
Arthur Kennedy Master
J. C. Hanby, Box 224 Secretary
W. Miller, Box 341 Collector
C. A. Howe, Box 379 Receiver
E. L. Condon, Box 126 Magazine Agent
- 312. BLUE VALLEY; Wymore, Neb.**
Meets in Masonic Hall 1st and 3d Sundays.
W. F. Hackett, Box 138 Master
B. A. Downen Secretary
L. W. Small Collector
S. E. Fulton, Box 85 Receiver
B. A. Downen Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets alternate Mondays at 7:30 P. M.
John Donovan, Box 82, Armstrong, Kan. Master
Thos. McHale, 808 Colorado avenue, Arm-
strong, Kan. Secretary
M. S. Laughlin, Box 54 Collector
Emmett Lewis, 534 Highland avenue,
Armstrong, Kan. Receiver
E. C. Haddock, 120 N. 5th St., Kansas
City, Kan Magazine Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at Odd Fellows Hall,
101 Hudson avenue.
Oliver J. Ogden, 68 James st Master
Wm. J. Murray, 68 High St. Secretary
Jas. A. Dardis, 85 James St. Collector
H. R. Peach, 44 George St. Receiver
H. A. Norton, Green Island House Mag. Agent

- 316. OMEGA; Buffalo, N. Y.**
Meets every Saturday evening at Siebert's Hall, corner Jefferson and Bristol Sts.
J. R. Huntley, 79 Van Rensselaer St. Master
Wm. H. Walsh, 1908 Broadway Secretary
T. C. Burke, 865 Seneca St. Collector
Robt. O. Williams, 89 Watson St. Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent
- 317. MOUNT PEKK; Reading, Pa.**
Meets 1st and 3d Sundays, at 9:30 A. M. in Bland's Hall, 9th and Penn Sts.
George Leeds, 342 Moss St. Master
Wm. Gordon, 836 Green St. Secretary
Wm. J. A. Kendall, 883 Green St. Collector
L. Brownback, 417 N. 10th St. Receiver
M. W. Potteiger, 517 N. Ninth St. Mag. Agent
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**
Meets 1st and 3d Monday evenings at 7:30, in Speck's Block, cor. 2d and Hazlewood avenue.
J. F. Willis, Glenwood, 23d Ward Master
W. C. Alexander, Glenwood, 23d Ward Secretary
J. A. Woodcock, Glenwood, 23d Ward Collector
W. J. McNamany, Glenwood, 23d ward Receiver
Wm. Carter, 23d Ward, Lytle St. Magazine Agent
- 319. ORPHANS' HOPE; Denison, Ohio.**
Meets every Tuesday at 6:30 P. M., standard time.
John Roach Master
John C. Linduff Secretary
John Roach Collector
Harry R. Brown, Jr. Receiver
Harry R. Brown, Jr. Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**
J. A. Scanlon, 45 Whitehall St., St. Paul. Master
J. H. Salley, 617 Minnehaha St., St. Paul, Secretary
A. H. Hunter, 751 Edgerton St., St. Paul, Collector
R. A. Hetherington, 534 Grove St., St. Paul, Minn. Receiver
T. C. Hetherington, 583 E. Seventh St., St. Paul Magazine Agent
- 321. SNOW DRIFT; Chapeau, Ont.**
Meets in E. of L. F. Hall, First and Third Mondays at 7:30 P. M.
A. Rathwell, C. P. R. R. Master
W. J. Devlin, C. P. R. R. Secretary
Mark Bowles Collector
J. McAdams, C. P. R. R. Receiver
Herbert D. Gay Magazine Agent
- 322. WISSAHICKON; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month, at 8 E. cor. 10th and Spring Garden Sts.
L. D. Woodington, 1839 N. Ninth st. Master
James Haas, 2135 Darien St. Secretary
James Haas, 2135 Darien St. Collector
Joseph Harrison, 698 Jay St. Receiver
John Kiple, 908 Green St. Magazine Agent
- 323. ANTHRACITE; Tamaqua, Pa.**
Meets in Kern's Hall, 2d and 4th Sundays.
Wm. H. Fry, Master
Wm. Heckman, Box 367 Secretary
Andrew Frank Collector
Wm. J. Dintlinger, Box 347 Receiver
Jos. Mucklow Magazine Agent
- 324. MOUNTAIN GROVE; Catawissa, Pa.**
Meets 2d and 4th Sundays of each month at 1:30 P. M., in News Item Hall.
J. W. Fisher, Box 222 Master
Jeremiah Haley Secretary
Jeremiah Haley Collector
Geo. Menach Rupert, Columbia Co., Pa. Receiver
W. Bowman, Milton, Pa. Magazine Agent
- 325. SCHUYLKILL VALLEY; Pottsville, Pa.**
Meets 2d and 4th Sunday evenings of each month.
C. H. Wesley, 815 N. 3d St., Pottsville, Pa. Master
T. F. Brennan, 383 Hotel St., Palo Alto, Pottsville, Pa. Secretary
Hugh F. Gillespie, 154 E. Bacon St., Palo Alto, Pottsville, Pa. Collector
W. H. Sowers, Palo Alto, Pottsville, Pa. Receiver
Nicholas Knebles, 45 E. Savoy St., Palo Alto, Pottsville Magazine Agent
- 326. FOLWELL; Bradford, Pa.**
Meets 1st & 3d Sundays at 7:30 P. M. in G. A. R. Hall.
Geo. P. Clough, 6 Allison St. Master
J. H. Fenner, 69 High St. Secretary
Clarence Billington, 28 Hilton St. Collector
Geo. P. Clough, 6 Allison St. Receiver
P. T. Lane, 13 Boyeston St. Magazine Agent
- 327. SILVER MOUNTAIN, Needles, Cal.**
Meets every Saturday in K. of L. Hall.
W. B. Cordingly Master
J. M. Griffith Secretary
Chas. Diffinbaugh Collector
Wm. Field Receiver
John M. Griffith Magazine Agent
- 328. STONE BALLAST; Plattsmouth, Neb.**
Meets in K. P. Hall alternate Sundays at 2 P. M.
C. P. Curtis Master
H. F. Zinn Secretary
J. E. Kline Collector
W. P. Ferguson, L. Box 916 Receiver
V. M. Mullis Magazine Agent
- 329. SOLOMON VALLEY; Downs, Kansas.**
Meets 1st and 3d Sundays at 1:30 P. M. in Masonic Hall.
H. E. Wade Master
E. Remy, Box 169 Secretary
John Milheiser, Box 102 Collector
C. Tunnichiff, Box 110 Receiver
R. J. Dunlap Magazine Agent
- 330. RIVER VIEW; Kansas City, Kansas.**
Meets 2d and 4th Sundays at 2:00 P. M. at Melville Hall, Armourdale, Kan.
J. J. Barr, 835 Park Ave. Master
J. J. Barr, 835 Park Ave. Secretary
J. J. Barr, 835 Park Ave. Collector
I. T. Ward, Box 4, Station A, Kansas City, Mo. Receiver
J. J. Barr, 835 Park Ave. Magazine Agent
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**
Meets in Foresters' Hall, Cor. 81st St. and Vincennes Ave., Auburn, Ill.
O. Fisher, S. Englewood, Ill. Master
J. D. Flood, Box 34, S. Englewood Secretary
J. McCarty, Auburn Junction, Ill. Collector
J. D. Flood, Box 34, So. Englewood Receiver
W. Smith, S. Englewood, Ill. Magazine Agent
- 332. STONE MOUNTAIN; Augusta, Ga.**
Meets every alternate Sunday in hall corner of Broad and Jackson Sts.
B. W. Furber, Ga. R. R. Shops Master
P. J. Buckley, Cen. R. R. shops Secretary
J. T. Zimmerman, 918 Calhoun St. Collector
John B. Nunn, 934 Fenwick St. Receiver
Jas. S. Downing, Ga. R. R. shops Mag. Agent
- 333. FAIRMOUNT; Philadelphia, Pa.**
Meets in Hancock Hall, Cor. 40th St. and Lancaster Ave., 2d and 4th Tuesday evenings.
B. F. M. Keffer, 3921 Aspen St. Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 830 N. 40th St. Collector
Harry C. Ewing, 830 N. 40th St. Receiver
H. C. Ewing, 830 N. 40th St. Magazine Agent
- 334. ELLSWORTH; Philadelphia, Pa.**
Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth st.
Louis Genay, 1007 Ward St. Master
Wm. Akin, 1618 Mole St. Secretary
H. A. Kraus, 1706 Afton St. Collector
F. H. Hartzell, 1506 Lukens St. Receiver
Harry Yocum, 921 S. 18th St. Magazine Agent
- 335. SAINT ADOLPHUS; Hochelaga, Canada.**
Meets alternate Sundays at 111 Moreau St., Tremblay Block.
Alfred Pring, 20 Roch Lane, Montreal Master
Peter Dionne, 69 Iberville St, Montreal, Secretary
Peter Dionne, 69 Iberville St, Montreal Collector
J. G. Brazeau, 111 Moreau St. Receiver
J. Langstreth, 107 Marlborough St. Mag. Agent
- 336. FALL RIVER; Neodesha, Kansas.**
Meets 2d and 4th Saturdays, in I. O. O. F. Hall.
L. N. Baker, Box 178 Master
I. H. Berry, Box 178 Secretary
J. A. McPaul Collector
Chas. Koehler Receiver
Mose Weekley Magazine Agent

- 337. BIG FOUR; Kansas City, Mo.**
Meets alternate Tuesdays at 7:30 P. M., at Summerwell's Hall, 21st and Drupp Sts.
Clinton T. Allis, 1802 Bellevue Ave. . . . Master
L. F. Stephens, 1001 W. Seventeenth St., Secretary
Chas. E. Thompson, 1226 Reservoir St. . . . Collector
N. F. Clough, 1812 Holly St. . . . Receiver
J. A. Brown, 1827 Holly St. . . . Mag. Agent
- 338. WEST BRANCH; Remov, Pa.**
Meets alternate Sundays in Spangler's Hall, Cor. 6th St. and Huron Ave., at 1:30 P. M.
W. C. Robinson Master
R. C. McFarland Secretary
R. C. McFarland Collector
J. D. Stoner Receiver
James Campbell Magazine Agent
- 339. WHITE BREAST; Charlton, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
M. L. Bixler Master
A. M. Williby, L. Box 781 Secretary
G. C. Koebel Collector
T. H. Sanford Receiver
Albert Brown Magazine Agent
- 340. STAR OF THE WEST; Newton, Kan.**
Meets in Odd Fellows' Hall alternate Thursdays, at 7:30 P. M.
G. W. Wilcox, 128 W. Second St. Master
Chas. S. Druce, L. Box 169 Secretary
J. E. Drennan, L. Box 169 Collector
John G. Wright, L. Box 169 Receiver
W. S. Dix, 309 W. 1st St. Magazine Agent
- 341. GOLD RANGE; Donald, B. C.**
Meets in Firemen's Hall every Wednesday.
Arthur Randall Master
Geo. B. Govett, Box 49 Secretary
Geo. B. Govett, Box 49 Collector
Thomas Clouston Receiver
John Simons, Revelstock, B. C. Magazine Agent
- 342. CASCADE; Medicine Hat, North West. Terr.**
Meets in Masonic Hall, 2d and 4th Sundays.
Wm. Lowe Master
James Hawthorne, Box 66 Secretary
Chas. E. Parker, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Leonard Dobbin, Box 66 Magazine Agent
- 343. WHITSETTE; Charlotte, N. C.**
Meets in I. O. O. F. Hall 1st, 3d and 4th Sundays at 11 A. M.
Ernest Garraux, Box 21 Master
Wm. A. Kizilab, Box 21 Secretary
Chas. L. Cauble, Box 21 Collector
R. G. Smith, Box 21 Receiver
Thomas J. Pettus Magazine Agent
- 344. BRADSHAW; Columbia, S. C.**
Meets in K. of P. Hall every Sunday at 10:30 A. M.
D. C. Dickert, Box 68 Master
R. D. Morton, Box 68 Secretary
E. J. McMeekin, Box 68 Collector
G. P. Lawrence, Box 68 Receiver
Oscar Land, Box 68 Magazine Agent
- 345. FRONT END; Paris, Texas.**
Meets every Saturday at 8:00 P. M.
W. H. H. Dickinson Master
Joseph Gerard Secretary
R. C. House Collector
James Lyons Receiver
J. N. Ballew Magazine Agent
- 346. FLOWERY LAND; Pensacola, Fla.**
Meets in Odd Fellows' Hall 1st and 3d Mondays.
W. A. Shackelford, L. & N. Shops Master
F. T. Martin, 300 East Wright St. Secretary
H. A. Hatch, L. & N. Shops Collector
J. I. Sizer, L. & N. Shops Receiver
J. W. Chisholm, 617 E. Wright St. Mag. Agent
- 347. OLD FORT; Dodge City, Kansas.**
Meets in I. O. O. F. Hall, 1st, 2d and 4th Thursdays at 2 P. M.
B. B. Williams, L. Box 503 Master
John Husser, L. Box 535 Secretary
W. C. Fadle, Box 206 Collector
Wm. Pinkerton, L. Box 535 Receiver
C. H. Voris Mag. Agent
- 348. BLUE MOUNTAIN; LaGrande, Oregon.**
Meets in I. O. O. F. Hall 1st and 3d Wednesdays at 7 P. M.
E. A. Stephens, Huntington, Oregon Master
F. E. Herr, L. Box 37 Secretary
T. H. Boynton, L. Box 13 Collector
F. G. Schilke, L. Box 37 Receiver
F. E. Herr, L. Box 37 Magazine Agent
- 349. HUDSON RIVER; Union Hill, N. J.**
Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
Henry Grimm, Weehawken P. O., Union Hill Master
L. T. Burns, New Durham, N. J. Secretary
Milton Smith Collector
J. E. Boyle, Weehawken P. O., Union Hill, N. J. Receiver
W. D. Weaver, Weehawken P. O., Union Hill, N. J. Magazine Agent
- 350. JAMES DONNELLY; Perth Amboy, N. J.**
Meets in K. of P. Hall 2d and 4th Sundays.
W. J. Ditzler Master
Geo. F. Diabrow, South Amboy, N. J., Secretary
Constant Coley Collector
T. R. Mertz Receiver
Levi M. Landis Magazine Agent
- 351. HOME; White Haven, Pa.**
Meets in Runkey's Hall at 2 P. M., 2d and 4th Sundays.
Chas. Breutzman Master
Wilson Dotter Secretary
Chas. Facker Collector
Wm. Hartley Receiver
Jas. N. Deterline Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**
Meets in Engineer's Hall 1st and 3d Sundays at 1:45 P. M., and 4th Monday at 7:30 P. M.
Chas. E. Preston, Box 148 Master
Geo. E. Prentiss Secretary
G. W. Allen Collector
C. P. Kelley, Box 336 Receiver
Geo. Hobert, Box. 444 Magazine Agent
- 353. MARBLE CITY; Rutland, Vt.**
Meet 1st and 3d Sundays in E. A. U. Hall.
C. S. Wardwell, 7 Grant Ave. Master
W. O. Phipps, Cor. Strong's Ave. and Main street Secretary
J. E. Pratt, 24 Plain St. Collector
J. C. Cannon, 63 River St. Receiver
M. H. Beattie, 45 River St. Magazine Agent
- 354. HOBOKEN; Hoboken, N. J.**
Meets in Burnett's Hall 2d Sundays and 4th Saturdays.
John Curran, 222 Erie St., Jersey City, N. J., Master
J. S. Kennan, 117 Madison St. Secretary
Elmer E. Huff, Hackettstown, N. J. Collector
Emmons C. Williams, Morristown, N. J., Receiver
John Gademan, 7 Nelson Ave., Jersey City, N. J. Magazine Agent
- 355. STONE CITY; Joliet, Ill.**
Meets in Switchman's Hall 1st Tuesdays at 7:30 P. M., and 3d Sundays at 2:30 P. M.
W. W. Brooker, 134 S. Hickory St. Master
Chris. Nolan, 123 Grover St. Secretary
M. O'Grady, 701 Scott St. Collector
T. F. Hannan, 411 S. Desplanes St. Receiver
Chas. O. Bond, care Joliet Mfg Co. Mag. Agent
- 356. CHAUNCEY M. DEPEW; Albany, New York.**
Meets 1st and 3d Tuesdays.
Elmer G. Allen, 26 Westerlow St. Master
Robt. J. Lilly, 57 First St. Secretary
P. S. Dornady, 24 Trinity Place Collector
S. E. Sweet, 536 Liberty St., Schenectady, N. Y. Receiver
O. Degroff, 160 Clinton Ave. Magazine Agent
- 357. JUSTICE; Vanceboro, Maine.**
Meets in A. O. U. W. Hall at Vanceboro and Main Streets, 2d and 4th Saturdays.
Wm. R. Matthews Master
J. E. Shea Secretary
C. J. Tabor, Woodstock, N. B. Collector
D. C. West, Brewer, Maine Receiver
Fred. W. Henderson, Farren St., Portland, St. Johns, N. B. Magazine Agent

- 358. COOKE; West St. Paul, Minn.**
Meets in Martin's hall, Cor. Fairfield and Dakota Ave., West St. Paul, 2d and 4th Sundays, at 2:00 P. M.
Fred J. Swanson, Dubuque, Iowa . . . Master
E. W. Freeman . . . Secretary
Harry Penneman, 448 south Robert St. . . Collector
P. Denney, 280 Congress St., E. . . Receiver
W. H. Brownson, 280 E. Congress St. . . Mag. Agent
- 359. BIG FLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
Thos. M. Brown . . . Master
H. E. Hansen, Box 365 . . . Secretary
Charles Weddle, Box 450, Cherryvale, Kan. . . Collector
Ed. Dickson, Box 365 . . . Receiver
H. E. Hansen, Box 365 . . . Magazine Agent
- 360. COLD SPRING; Springfield, Ohio.**
Meets in Lentz's Hall, second and last Sundays.
J. A. Taylor, Room 46, Henry Block . . . Master
A. W. Binns, Forest House, E. High St. . . Secretary
E. E. Leonard, Sandusky, Ohio . . . Collector
A. W. Binns, Forest House, E. High St. . . Receiver
S. Roadamer, Forest House, E. High St. . . Magazine Agent
- 361. TRIED AND TRUE; Vincennes, Ind.**
Meets in K. of H. Hall every Sunday at 2 P. M.
Lon Prewitt, 714 N. 7th St. . . Master
W. A. Wendling, O. & M. shops . . . Secretary
Chas. Shermerhorn, O. & M. shops . . . Collector
Daniel Cadden, O. & M. shops . . . Receiver
Grant Hill, O. & M. Shops . . . Magazine Agent
- 362. CATARACT; Niagara Falls, Ontario.**
John J. Rogers, Suspension Bridge, N. Y., Master
John Murray . . . Secretary
J. C. Flynn . . . Collector
Thomas Histrop . . . Receiver
J. W. Francis . . . Magazine Agent
- 363. METROPOLITAN; New York, N. Y.**
Meets at 490 Eighth Ave., 1st and 4th Sunday afternoons.
Artemus W. Eggleston, White Plains, N. Y. . . Master
Nat. Sawyer, 1119 Tenth Avenue . . . Secretary
Frank Mellins, 438 Tenth Avenue . . . Collector
R. E. Butterfield, 1111 Ninth Avenue . . . Receiver
M. J. Lynch, Box 357, White Plains, N. Y. . . Magazine Agent
- 364. SINGLER; Philadelphia, Pa.**
Geo. A. Valentine, 58th & Woodland ave. . Master
John Hickey, 6211 Woodland ave. . . Secretary
G. W. Gregg, Jr. Grace Ferry Sta'n B. & O. . Collector
J. I. Way, 205 Toms't Baltimore Co Md. . Receiver
W. G. Staats, 6211 Woodland ave. . . Mag. Agent
- 365. VIOLWT; Bellows Falls, Vt.**
Meets 1st and 3d Saturday eve., in G. A. R. Hall
James Stack . . . Master
C. H. Thompson . . . Secretary
F. L. Darling, Windsor, Vt. . . Collector
G. C. Farnsworth, Charleston, N. H. . . Receiver
F. E. Keach, 6 High St., Brattleboro, Vt. . . Magazine Agent
- 366. HAGERSTOWN; Hagerstown, Md.**
Meets 2d and 4th Sundays of each month.
S. R. Hackers . . . Master
J. J. Morrow, Shepardtown, W. Va. . . Secretary
S. F. Johnson . . . Collector
D. A. Wallace . . . Receiver
C. L. Mullenix, 47 Foundry St. . . Mag. Agent
- 367. MORGAN CRANE; Somerset, Ky.**
Meets 1st and 15th of each month, in Engineer's and Firemen's Hall.
Horace G. Lucas . . . Master
James Ford . . . Secretary
James S. Morris . . . Collector
Horace G. Lucas . . . Receiver
James S. Morris . . . Mag. Agent
- 368. DEEP WATER; Springfield, Mo.**
Meets at K. of P. Hall 1st and 3d Mondays.
B. S. Chinn, 802 W. Elm St. . . Master
T. A. Butterby, 942 State St. . . Secretary
B. S. Chinn, 802 W. Elm St. . . Collector
C. W. Henry, 423 Phelps' Ave. . . Receiver
Charles Hall . . . Magazine Agent
- 369. WALNUT VALLEY; Eldorado, Kan.**
Meets in K. of P. Hall 2d and 4th Sundays.
Chas. H. Finley . . . Master
Fred Staley . . . Secretary
Mike Fitzgerald . . . Collector
Arthur Hodgson . . . Receiver
J. W. Potter, Yates' Center, Kan. . . Mag. Agent
- 370. NEOSHO VALLEY; Council Grove, Kan.**
Meets 1st and 3d Wednesday evenings in A. O. U. W. Hall.
Alexander Scott . . . Master
Clarence Stone . . . Secretary
J. S. Lowe . . . Collector
Chas. Torrence . . . Receiver
J. S. Lowe . . . Magazine Agent
- 371. COVENANT; Nevada, Mo.**
Meets 1st and 3d Fridays at 7:30 P. M.
Geo. B. Meck . . . Master
J. T. Gray . . . Secretary
J. G. Fryback . . . Collector
W. M. Calkins . . . Receiver
James T. Gray . . . Mag. Agent
- 372. SIGNAL MOUNT; Big Springs, Texas.**
Meets in Engineer's Hall 1st Wednesday afternoon and 3d Wednesday evening.
Geo. H. Smith . . . Master
R. J. Bible, Box 33 . . . Secretary
Dennis Ryan, Box 33 . . . Collector
Edward Lyons, Box 33 . . . Receiver
Dennis Ryan, Box 33 . . . Magazine Agent
- 373. J. T. HARAHAH; Birmingham, Ala.**
Meets in Reen Hall, Allen building, Morris Ave., every Sunday at 9 A. M.
J. W. Hair, Box 300, Birmingham, Ala. . Master
Thos. R. Welsh, Box 300 . . . Secretary
Wm. H. Bussey, 1700 Ave. Q. . . Collector
J. W. Dickson, 1600 Fourth St. . . Receiver
S. L. Hordman . . . Magazine Agent
- 374. McALLISTER; Herrington, Kan.**
Meets in K. P. Hall, 1st and 3d Thursdays at 7:30, and 2d and 4th Thursdays at 2 P. M.
W. W. Campbell, Box 125 . . . Master
W. W. Butterfield . . . Secretary
Henry Magee . . . Collector
G. A. Norman . . . Receiver
- 375. FRIENDSHIP; Dayton, Ohio.**
Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
N. W. Rose, 21 Label'e St. . . Master
John R. Glynn, 26 Costellow St. . . Secretary
John Stevens, 54 Bell St. . . Collector
John F. Hoban, 635 E. Second St. . . Receiver
John Ryan, 120 Crane St. . . Magazine Agent
- 376. J. H. KIRK; Horton, Kan.**
Meets 1st Saturday and 3d Sunday.
John F. Sharp . . . Master
Wm. Ashworth . . . Secretary
James E. George . . . Collector
Wm. Ashworth . . . Receiver
James E. George, L. Box 43 . . . Magazine Agent
- 377. NICKEL PLATE; Connecticut, Ohio.**
Meets 1st and 3d Wednesdays in A. O. U. W., Hall, over City Bank.
W. H. Johnston, L. Box N. . . Master
George M. Brown . . . Secretary
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- 378. HOLBROOK; Chartiers, Pa.**
Wm. H. Graham, Wyoming St., Mt. Wash-
ington S. S., Pittsburg, Pa. . . Master
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Elmer E. Lewis, 175 Third avenue, Pittsburg, Pa. . . Collector
Elmer E. Lewis, 175 Third avenue, Pittsburg, Pa. . . Magazine Agent
- 379. WEAVER; Sayre, Pa.**
John Durkin, Box 437 . . . Master
Chas. L. Burroughs, Box 386 . . . Secretary
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RIGHT HERE IN INDIANA!

What Your Friends and Neighbors Say on a Matter of Vital Importance.

Below will be found a sample of the multitude of letters of encouragement Messrs. H. H. Warner & Co., of Rochester, N. Y., daily receive. The sub-joined unsolicited testimonials are from your friends and neighbors, ladies and gentlemen you know and esteem for their honor and straightforwardness, and who would scorn to be a party to any deception. What has been done for others, can be done for you, and it is folly, nay suicidal, to longer suffer when the means of recovery lie at your very door:

BETHLEHEM, IND., Dec., 18, 1887.—I have used "Warner's Safe Remedies" with great effect, and recommend them to all.

Jennie F. Allen

SHOALS, IND., Jan. 18, 1887.—My wife has suffered a long time from general debility, caused by kidney and liver troubles. She was confined to her bed. After taking two bottles of "Warner's Safe Cure" she is able to do her work as well as before her sickness. Those two bottles were worth hundreds of dollars to me.

J. Mc Bride

ZENAS, IND., Jan. 12, 1888.—I was troubled with lame back and could not arise when I sat down. I took "Warner's Safe Cure" and have had no attack since. My father had rheumatism so bad he could not eat, sleep, stand or lay down. "Warner's Safe Rheumatic Cure" and "Warner's Safe Cure" entirely relieved him and has had no attack since.

Harman D. Lerner

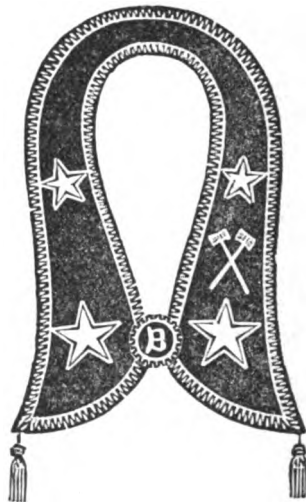
VALEENE, IND., Dec., 30, 1887.—I have used "Warner's Safe Cure" for five years, and find it to be more than is claimed.

Charles T. Hulop

GWYNNEVILLE, IND., Dec., 19, 1887.—I know of no medicine that will compare with "Warner's Safe Cure" and can recommend it to suffering humanity as the best medicine extant.

W. M. Swain

"REGULATE the Regulator." The blood must be good or the health will be bad. Warner's Log Cabin Sarsaparilla purifies the blood. 120 doses for \$1.00. Try it.



Lodges of the B. of L. F. wishing to procure Regalias will save 20 to 50 per cent. by sending orders to
ZAISER & STEGMAN,
Rooms 2, 3 and 5, 27 South Meridian St.
Send for price list. **INDIANAPOLIS, IND.**

BEAUTIFUL WOMEN!! N.Y. Clear
"La beauté D'Parisian."
Rare gems! Secure a full set now! Ours the best. Don't MISS them! You'll want more when you see them. THEY ARE CLEAR! All the boys are sending for full sets. 16 very fine samples of HIGH ART. FULL CABINET SIZE CARD! All new! Full set postpaid (securely sealed,) only 25 cts. silver, try us first. At once! Art Photo Co., Box 174, Augusta, Maine.

L. A. S. L.
COLORADO AGENCY, LOUISIANA STATE LOTTERY CO.
For Tickets, Lists, or Complete information send to me. If you have not been fortunate elsewhere **TRY ME** for a change. Send for large circular.
Frank L. M. Smith,
[Mention this paper] **Box 41, FUEBLO, COLO.**

THE GREAT AMERICAN TEA COMPANY
GOOD NEWS TO LADIES.
Greatest offer. Now's your time to get orders for our celebrated Teas, Coffees and Baking Powder, and secure a beautiful Gold Band or Moss Rose China Tea Set, Dinner Set, Gold Band Moss Rose Toilet Set, Watch, Brass Lamp, Castor, or Webster's Dictionary. For particulars address
THE GREAT AMERICAN TEA CO.,
P. O. Box 289. 31 and 33 Vesey St., New York.

ALEXANDER'S READY REFERENCE FOR Locomotive Engineers and Firemen. NEW EDITION JUST OUT.

Two pages of new items have been added to this edition treating on extended smoke boxes, cylinder lubricators, broken cylinder-heads and set-screws, defects in pumps, injectors and air pumps, and other new items of information valuable to any person having anything to do with locomotives. Every item in the book can be easily understood by any person who can read, and is capable of understanding anything about a locomotive. It contains a very handy time and speed table showing the time required for running any speed from ten to sixty-five miles an hour and from one-tenth of a mile up to thirty miles. Some of the new items have never before appeared in print. Three large diagrams of engines; one complete diagram of Westinghouse Automatic and Air Brakes with full description of them, also manner of handling, and a large and complete diagram and full description of valve motion accompanies each book. A careful study and thorough understanding of the principal items of this book will fit any good Fireman for promotion. Old runners say there is nothing in print as suitable for Locomotive Engineers and Firemen or Round House Men working on repairs of engines. It is the result of forty years actual experience and study.

PRICE, ONE DOLLAR.

Amount can be safely sent by money order, postal note or registered letter from any postoffice. Cash must accompany all orders. No books sent C. O. D. Address,
THEODORE DEBS,
TERRE HAUTE, INDIANA.

Castner & Curran, General Tide Water Coal Agts.

CELEBRATED

Pocahontas Semi-Bituminous Coal.

1 Broadway, New York. 308 Walnut St., Philadelphia
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1 Fenchurch Avenue, London England.

The Pocahontas Coal is acknowledged by all Railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the output has increased over 1,200 per cent., amounting in 1887 to 1,340,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

IMPORTANT TO RAILROAD FIREMEN. SOMETHING NEW.

Here is just the thing you have been looking for, something to save time and labor and make your engines clean and bright.



BAKER'S TRIPOLINE,

A Powerful and Rapid Cleaner and Polisher of Metals (without Acid or Poison.)
ESPECIALLY adapted to RAILROAD, MARINE, STATIONARY and FIRE ENGINE work "hot or cold," LARGE SIGNS, RAILINGS, and all other finished metal work.

EXCEPT Headlights, Fine, Soft Metals, Light, Plated Work, Show Cases, Harness Mountings, Etc., for which the Matchless Metal Polish is recommended.

This Polish is similar to the celebrated "**MATCHLESS**" (that we are supplying to all the leading Fire Departments and thousands of Marine, Railroad and Stationary Enginemen throughout the United States and Canada,) only much stronger and a more rapid cleaner, holds better on hot work and is cheaper.

We want a good reliable fireman at every machine shop and round house, to act as agent or get up Clubs for one dozen 1 pound boxes, which we will send, on receipt of \$2.50. This is only one-half the price we retail them for. Will give exclusive sale, in your locality, if you push and introduce it. Some samples furnished, free, with order, and if polish is no found to be exactly as represented, at our expense, and money refunded.

Address,

THE MATCHLESS METAL POLISH Co.,
88 Market St., Chicago.

N. B.—This Polish has already been adopted by a number of the large Railroad Companies and also been tested and highly endorsed by the United States Ordnance and Navy Departments.

SMOKE

GRAND CHIEF BROTHERHOOD OF LOCOMOTIVE FIREMEN CIGARS!**THE BEST 5 CENT CIGAR EVER MADE,**

OR SMOKE

**Grand Chief Brotherhood of Locomotive Engineers Cigars,
THE FINEST 10 CENT CIGARS ON THE MARKET**

(TRADE MARK REGISTERED).

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TO THE BROTHERHOODS OF LOCOMOTIVE FIREMEN AND ENGINEERS:

The sum of Five Hundred (\$500.00) Dollars has been paid by us into the Treasury of the Grand Lodge of the Brotherhood of Locomotive Firemen, as royalty upon the sale of GRAND CHIEF Cigars, of which due acknowledgment has been made by the Grand Lodge, and in consideration of which our cigars have been endorsed and are now recommended to all members of the Order who desire to smoke a first-class cigar and at the same time contribute to the general fund of the Grand Lodge. Members of the Order should bear in mind that the Brotherhood receives a royalty upon the sale of all Grand Chief Cigars, and hence the larger the sales the greater the royalty. Every member is, therefore, invited to interest himself in the sale of the above brand of cigars and thereby contribute to the financial standing of the Grand Lodge and the Brotherhood at large.

These two brands of Cigars have been presented and tested by both Brotherhoods, at their respective conventions at New York and Minneapolis, and have received their Endorsement and Approval on both occasions, and are Guaranteed by the manufacturers to be the best Cigars on the market. The manufacturers also guarantee to keep these two Brands up to their present Standard quality at all time to come, and by so doing, hope to receive the liberal patronage of the two Brotherhoods they are named after, and also their recommendations to their many friends who are in want of a GOOD CIGAR.

No Cigars are genuine unless each box has the photograph of P. M. Arthur or F. W. Arnold on the inside label and on the outside end of each box. Retail dealers should order from their nearest Wholesale Agent and if they refuse to get the cigars for them we will ship direct to the Retailer.

BRAVO & KEYES, Manufacturers,**BINGHAMPTON, N. Y.**

Look Here, Friend. Are you Sick?

Do you have pains about the chest and sides, and sometimes in the back? Do you feel dull and sleepy? Does your mouth have a bad taste, especially in the morning? Is there a sort of sticky slime collects about the teeth? Is your appetite poor? Is there a feeling like a heavy load on the stomach, sometimes a faint, all-gone sensation at the pit of the stomach, which food does not satisfy?

Are your eyes sunken? Do your hands and feet become cold and feel clammy? Have you a dry cough? Do you expectorate greenish colored matter? Are you hawking and spitting all or part of the time? Do you feel tired all the while? Are you nervous, irritable and gloomy? Do you have evil forebodings? Is there a giddiness, a sort of whirling sensation in the head when rising up suddenly? Do your bowels become costive? Is your skin dry and hot at times? Is your blood thick and stagnant? Are the whites of your eyes tinged with yellow? Is your urine scanty and high colored? Does it deposit a sediment after standing? Do you frequently spit up your food, sometimes with a sour taste and sometimes with a sweet? Is this frequently attended with palpitation of the heart? Has your vision become impaired? Are there spots before the eyes? Is there a feeling of great prostration and weakness? If you suffer from any of these symptoms, send me your name and I will send you, by mail,

One Bottle of Medicine FREE

Send your address on postal card to-day, as you may not see this notice again.

Address, naming this paper, Prof. HART, 212 E. 9th St., N. Y.



The James Means Shoes are exceedingly popular among railroad men. You may often hear them talking to each other about them, and boasting of how long they can make them last.

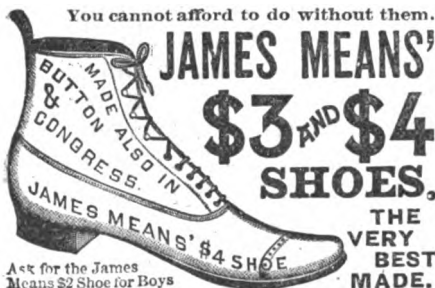
Ask your retailer for the
JAMES MEANS
 ✻\$4✻ SHOE✻
 OR THE
JAMES MEANS
 ✻\$3✻ SHOE✻

—According to Your Needs.—

CAUTION.—Positively none genuine unless our name and price appear plainly on the soles. Some dealers, in order to make larger profit, will recommend the inferior goods with which the market is flooded. **JAMES MEANS' \$4 SHOE** is light and stylish. It fits like a stocking and **REQUIRES NO "BREAKING IN,"** being perfectly easy the first time it is worn.



The Doctor and the Letter-carrier are not talking about a case of serious illness. They have simply suspended work to discuss the merits of their shoes. The Letter-carrier says the James Means \$3 Shoe is the best in the world. The doctor denies it, and says that the James Means \$4 Shoe is better. Considering the needs of each, they are both right.



Ask for the James Means \$2 Shoe for Boys

A PAIR OF SHOES COSTING TEN DOLLARS is a good thing, but a pair of James Means' \$4 Shoes and six extra dollars in your pocket are better. These shoes are sold by wide-awake retailers in all parts of the country.

It will satisfy the most fastidious as it is in every vital respect equal to the hand-sewed shoes

which have hitherto been retailed at \$7 and \$8



We have a large trade with the soldiers of the United States Regular Army. They certainly would not buy the James Means Shoes as largely as they do if they had not found them unsurpassed in merit.

JAMES MEANS' \$3 SHOE

Is the original \$3 Shoe, and is absolutely the only shoe of its price which has ever been placed extensively on the market in which durability is considered before mere outward appearance. These shoes are sold by the best retailers throughout the United States, and we will place them easily within your reach in any state or territory if you will send us a postal card, mentioning this magazine.



The Letter-carrier and the Policeman find the James Means Shoes just what they need. Their opinions are valuable, for they put their shoes to a most severe test.

James Means & Co.

41 Lincoln Street,

—BOSTON, MASS.—



This Pedestrian is all ready for another tramp over the mountains. With a new pair of sole taps a cobbler can usually make an old pair of James Means \$3 Shoes just as good as new.

INDIANA TO THE FRONT!

A Matter Which Concerns You.

The following unsolicited opinions from your friends and neighbors, men and women whom you know and respect, ought to carry conviction to any doubting mind. These words of gratitude are from those who have been afflicted but are now well, and the persons giving them are naturally solicitous that others, troubled as were they, may know the means of cure. There is no reason why you should longer be ill from kidney, liver or stomach troubles. You can be cured as well as others, do not longer delay treatment, but to-day obtain that which will restore you to permanent health and strength.

ALTON, IND., Jan. 1, 1888.—In the spring of 1883 I was down with a lame back, caused by kidney trouble. Two bottles of "Warner's Safe Cure" cured me.

James B. Wood

CARBON, IND.—We keep "Warner's Safe Cure" in the house all the time and it keeps us well.

Mary Ann Wilcox

FAIRFIELD, IND., Jan. 2d, 1888.—My kidneys and liver were badly affected and had dyspepsia so bad I could hardly keep anything on my stomach. I used several bottles of "Warner's Safe Cure" and felt like a new person.

Fora H. Youngs

BILLINGSVILLE, IND.—My wife was troubled with her kidneys and thought she would try "Warner's

Safe Cure. She was well paid, for she has not been troubled for a long time.

John W. Lathrop

EVANSVILLE, IND., Jan. 8th, 1888.—I took "Warner's Safe Cure" for dyspepsia and it helped me a great deal.

George W. Marsh

1232 West Penn St.

ROCKPORT, Ind., Feb. 18th, 1888.—I was taken down in March, 1886, with congestion of the liver, kidneys and uterine organs, with dyspepsia and mal-assimilation of food. We tried the best physicians our town afforded. I could sit up only half a day at a time, and there would be weeks I could not raise my head up. At times I was so low that I could not be moved without having a fainting spell. I was greatly reduced in flesh, only weighing 120 lbs., my weight when in health being 140. Was very weak and nervous, with very lame back, pains all over my body, skin the color of saffron, headache all the time, and very poor appetite. I managed to drag around until in November, when I had a relapse, with womb disease added to my other sufferings. We had two of the best physicians obtainable; I was very low, and they both said my recovery was doubtful. I had heard so much about "Warner's Safe Cure" I concluded to try it as a last resort. I sent and got three bottles of "Warner's Safe Cure" and one of "Warner's Tippecanoe, the Best," and a box of "Warner's Safe Pills." I commenced taking them on Friday and on Tuesday was so much better I got up, and haven't been in bed a day since. Before I had taken all of the three bottles I was able to go visiting, and I am happy to say I am feeling stronger, and weigh more than I have in four years. My back is well and I sleep well and eat anything I want. I am doing the work for a family of seven.

Mrs Alice Marsh

The Following Circular Speaks for Itself. TO WATCH DEALERS.

OFFICE OF

ROBBINS & APPLETON,
104 State Street. CHICAGO.

Our attention having been called to the numerous complaints of watches becoming unreliable as time-keepers through Magnetic and Electric influences, and as the causes thereof increase with the introduction of Electric Plants and Appliances, some means of protection is necessary.

It has been demonstrated by experimental and practical tests that the

ANTI-MAGNETIC SHIELD

will protect a watch from the detrimental effects of Magnetism, and also has the effect of steadying its rate, thereby enabling all watches to produce a better average of time; we therefore recommend the ANTI-MAGNETIC SHIELD to all Dealers in Waltham Watches.

Some of the most imminent dangers which are destructive to the time-keeping qualities of a watch, and therefore should be provided against, in order to obtain the best results, are Electric Railways, Dynamos, Electric Light Plants, Electric Motors, Magnetic Belts, The Application of Electricity in Medical Treatment, Electric Brakes on Railways, Locomotive Electric Headlights, Electric Lighting of Cars, and other disturbing conditions, which are constantly arising when least expected.

MEN IN RAILROAD EMPLOY, where the most accurate time is required, and where the disturbing influences mentioned above are most seriously felt and aggravated by the peculiar condition of Railway Service, should exercise wisdom, and have their watches protected by the Anti-Magnetic Shield.

Yours Respectfully,

By ROBBINS & APPLETON, General Agents.

AMERICAN WALTHAM WATCH CO.

Anti-Magnetic Shield Cases for sale by all Dealers.

Messrs. Giles, Bro & Co.

CLEVELAND, OHIO, July 22, 1887.

GENTLEMEN:—I am acquainted with the merits of the GILES ANTI-MAGNETIC SHIELD for watches, and believe it is a very valuable invention for protection of pocket time-pieces, and very desirable for railway service,

Yours Truly,
(Signed.)

P. M. ARTHUR, G. C. E.
T. S. INGRAHAM, F. G. E.
H. C. HAYS, F. G. A. E.

THERE IS NO QUESTION OF THE FACT

—THAT—

KEYSTONE WATCH CASES

—ARE—

TAKING THE LEAD IN THE MARKET.

The reasons for their popularity can be easily accounted for:

They Fit Closer; Have More Elegant Designs of Engraving, Better Workmanship, and in fact contain everything essential to Perfect Watch Cases.

The jewelry trade look to them as their standard.

ASK FOR THEM AND TAKE NO OTHER.



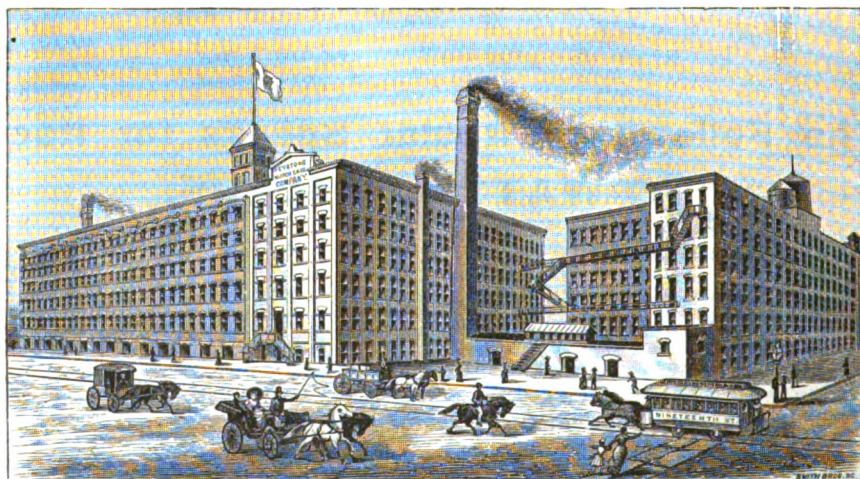
TRADE MARK
IN EVERY CASE.

KEYSTONE WATCH CASE COMPANY,

NEW YORK.

**Nineteenth and Brown Streets,
PHILADELPHIA.**

CHICAGO.



THE OLDEST AND LARGEST FACTORY IN THE WORLD. ESTABLISHED IN 1853.

CAUTION. .

This Company manufactures **Cases only**, and has no connection whatever with any other concern of similar name.

To be sure you get **Our Case**, see that it contains this trade mark



LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XII.

JUNE, 1888.

No. 6.

THE TWIN BROTHERHOODS.

LET the flags of our Brotherhoods float to the breeze,
Till the sight sends a thrill to remotest of hearts;
Not an engineer's pulse but will bound when he sees
The twin banners unitedly acting their parts.
Let them float in their might, without blemish or stain,
O'er the length and the breadth of this continent here;
They are emblems of unity, muscle and brain,
And beloved by each fireman and each engineer.

Oh, we love the old flags and we hail them with pride,
And we feel there's a future ahead of them still;
Though assailed and though slandered by those who deride,
The twin Brotherhoods yet have a mission to fill.
They will fill it as sure as in union there's strength;
For an honest endeavor to overcome wrong
Is the proof that shall crown us the victors at length,
As we move on the road of our duty along.

We may fail for awhile, yet we know we are right,
We may bend to the blows of oppression at times,
But remember, 'tis darkest before the sun's light,
And in excellent judgment we'll guard against crimes.
We have always pursued a commendable course,
One to which we can point without bluster or shame,
And remember, my friends, there's a volume of force
In our honest and honored conservative name.

If the prayers of our widows and orphans avail
At the throne of our Maker, we'll get our reward;
We have martyrs who laid down their lives on the rail
When grim duty required, who are now with the Lord.
In our ranks there are brothers as brave, who can stand,
Like their brothers before them, till mangled and slain,
With the levers, the scoops and the brakes well in hand,
To protect life and property still on the train.

So our banners shall float, and beneath them are men
Who have reason to guide them, and leaders they love
Who devote their whole genius with tongue and with pen,
When defending the fame of our banners above.
Let them float side by side in ethereal blue,
Let them wave o'er an army of muscle and brain;
Yes, they'll float, fondly loved by the good men and true
Who can lay down their lives while defending the train.

—Shandy Maguire.

Locomotive Firemen's Magazine

A MONTHLY MAGAZINE devoted to the interests
of LOCOMOTIVE ENGINEMEN.

TERMS—ONE DOLLAR PER YEAR, IN ADVANCE.

EUGENE V. DEBS, *Editor and Manager*

JUNE, 1888.

THE RECORD OF THE C. B. & Q. STRIKE.

History must be made before it is written. In this age of lightning and steam, it is about all the daily press can do to record incidents as they occur. From the *Firemen's Magazine*, published monthly, all that can be expected, is, that important events having a bearing upon the interests of the Brotherhood it represents, shall be recorded as a matter of history, and especially is it required that every important feature of the C., B. & Q. strike shall have due prominence. So far, the *Magazine* bears testimony to the fact that nothing important has been overlooked, and at this writing our purpose is to show that while the engineers and firemen have not won the battle, they have not sustained a defeat, and that if the soulless corporation has gained any advantage over them, it has been at such a fearful cost of money, such a loss of business, as to amount to a notable defeat, and as nearly as we can approximate the facts, we propose to demonstrate the absolute truth of our propositions.

It goes without the saying that on the 27th of February, 1888, the C., B. & Q. system, was rich, powerful and prospering. True it was mercenary and unjust towards its employes, and managed by a system of classification and other adroit schemes, in the concocting of which its officials are experts, to rob its engineers and firemen of at least \$200,000 annually, money they had honestly earned.

On the 27th of February, when the strike was inaugurated, the fortunes of the system began to wane—nor have they ceased to decline from that day to the present. Demoralization, dis-

aster, wreck and ruin are everywhere observable throughout the entire system. The latest authoritative advices show a fearful wreckage of engines, and in but one locality is the road doing fifty per cent. of the business it had previous to the strike, and elsewhere thirty per cent. is the highest estimate made. The traveling public, as far as practicable, avoid its trains, and shippers seek other channels of transportation, and in the open market its stock has been hammered down until the decline represents millions. Those in a position to know, aggregate the losses of the C., B. & Q. system since the strike at \$5,000,000, and this amount, it is contended, is below rather than above the amount the strike, so far, has cost the road. If it be accepted, as approximately true, that to have acceded to the demands of the engineers and firemen, it would have cost the corporation \$200,000 a year more than it was paying them, then it follows that the losses already sustained by the corporation would have sufficed to pay the additional wages demanded for twenty-five years. That we do not exaggerate the situation it is only required to consult any prudent railroad manager in the country and the reply will be heard, that upon any system of the magnitude of the C., B. & Q., a bonus of \$5,000,000 would be no temptation to pass through such an ordeal.

Not only has the C., B. & Q. lost money and lost business, but it has lost character, lost standing, lost prestige. The traveling public is aware that its engineers and firemen are characterless and incompetent—men raked up from the slums, and people will not, when they can avoid it, take the unusual risks of traveling on its trains; and as shippers have no guarantee that their goods will reach their destination, shipments, when it is possible, are made by other routes. Everywhere on the system engines are smashed and dead; round houses are full of wrecks; passengers are few and freight is scarce, and as a consequence trains are discontinued, even when

"scabs" stand ready to run them. Under such circumstances, losses already sustained, though alarming to every stockholder, are not all they will be required to face, for it is true that when a railroad has earned a reputation as infamous as that which the C., B. & Q. has secured, it requires years to regain its standing, and it is to be doubted if the C., B. & Q., under the management that has wrecked it, can ever be reinstated in public confidence.

The investigation conducted by the Warehouse and Railway Commission of Illinois, found its engineers and firemen incompetent, and now the Inter-State Commerce Commissioners propose to unearth some of its shameful methods and expose the mismanagement of its officials.

In grouping all these facts, what is the conclusion? It is this: The two great Brotherhoods of Engineers and Firemen have established beyond controversy the justice and righteousness of their demands, and the word has gone forth that they are men who have the courage of conviction and who are willing to make sacrifices to maintain their cause before the world.

As we write, the strike is still on—the men are firm. What the final result will be we do not know, but this, whatever may ensue, we can say, every page of the record is luminous with the facts that engineers and firemen who were the victims of the unequal struggle, have no cause for blushing. Their honor is unstained. Their manhood, their fealty to obligations and to every demand of citizenship redeems them from obloquy, and their brethren who have stood by them have added dignity and imperishable glory to the principles of brotherhood. The word may not have a new meaning, but it means more than ever before in the history of the two Brotherhoods. It has a wider sweep, a loftier significance. They are not vanquished, nor jostled, nor deflected from their upward and onward course, and whatever may be the result of the strike the Brotherhood banners are not trailing in the dust.

PAUL MORTON'S MENDACITY.

Paul Morton, the General Ticket Agent of the C., B. & Q., some time since issued a circular to all the General Ticket Agents throughout the country in which occur such display heads as the following:

"The strike is over"

"Our Engineers are thoroughly competent."

"These Trains will be run on time as heretofore."

Each statement was absolutely false, and was made to induce travelers to risk their lives on C., B. & Q. trains. Ticket agents who received Morton's circular knew his statements were false, and some of them were sent to the headquarters of the Brotherhood at Chicago, advising the contradiction of the false assertions they contained and this was promptly done by the Chairman of the General Grievance Committee in a circular letter addressed to General Ticket Agents.

Instead of the strike being "over," the attitude of the Engineers and Firemen at the time was as defiant as ever. The Warehouse and Railroad Commissioners of Illinois, by their investigations had found a number of grossly incompetent engineers, and the further investigation by the Inter-state Commerce Commission, it was asserted would give the public startling information showing the demoralization of the roads. The circular of Morton shows to what desperate means the "Q" is resorting to maintain itself against the just demands of its old and tried employés.

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A CIRCULAR issued by the Master Car Builders' Association, says the New York Railroad Commissioners report for the year 1887, the killing of 199 railroad employés while in the discharge of their duties, and the injuring of 896 others, and it estimates that for the whole country not less than 2,000 railroad employés were killed and 9,000 injured, a total, killed and injured, of 11,000. Manifestly, men who take such risks to life and limb, should be paid more than those engaged in less perilous employments.

THE VITALITY OF LABOR ORGANIZATION.

It has been written that "Life is either a problem or a play." It may be both. It may be a drama or a dream, a storm or a calm. There are sunny climes where bread grows on trees, the inhabitants of which know absolutely nothing of the command "In the sweat of thy face thou shalt eat bread." Between the tropics that belt the earth perpetual summer reigns. In such a region life must be a play. There are no problems to solve. In a land of perennial verdure, where food fruits are always ripe and ripening, where wintry winds never blow and frost and snow are unknown, the fashionable tailor and mantua-maker are not necessities. In such sunny latitudes life is a dream and will never be, we surmise, distinguished for human activities. In such countries, human development, mental or physical, will reach its high noon at a day too remote for conjecture. But north and south of this burning zone all things are changed, and to the great majority life becomes a problem, and to none is its solution more difficult than to working men, for whatever may be true of others they must eat bread in the sweat of their faces or starve. To them life is never a play, never a dream, it is, on the contrary, one long, ceaseless battle, in which under the most favorable circumstances the trophies are a bare subsistence wrung from an enemy which begrudges them even that.

Those who take any interest whatever in human affairs must of necessity be profoundly interested in events which demonstrate to thoughtful minds that working men in the United States of America are advancing by gigantic strides to higher positions. We should extend this article beyond prudent limits were we to discuss the conditions of working men in other lands, but we surmise that throughout all Christendom, to critical visions, may be seen a determination on the part of toiling millions to break their fetters and to lift their bowed forms from the

dust. Force is not necessarily noisy, and a heart beat may sometimes be better than a drum beat, and the "still small voice" more potent than a bugle blast. The standing army, the machine of despots, is made up of men who for ages have been designated by kings and autocrats as "food for powder," created to sustain thrones and dynasties, but later on, as certain as God built the universe, they will, by divine right, crown themselves sovereigns and wear diadems of freemen.

But, returning to our subject, working men in the United States are advancing to power and influence by virtue of organization, and it may said without disparagement to others, that the working men who organize are the forceful men. They are the mental derricks who lift, the moral cyclones who remove obstacles in the way of Labor's triumphant march. They are integers not fractions. See you that gallant ship breasting the storm? Note how she cleaves the billows and moves straight on to her destined port. Neither wind, nor tide, nor wave, deflects her from her course. What of it? Beneath her decks is a mighty propelling force, and thus it is with men who identify themselves with labor organizations, that is to say, the great majority of them. There are weak-kneed, chicken hearted, spineless men in labor organizations as there are in armies. There are sailors for duck ponds, soldiers for dress parade, bounty jumpers, born cowards, ready to desert at the sound of a picket gun, but they are not in the majority. They croak, kick and fall back. We dismiss them, miserable parasites, they deserve mention only because they are an annoyance and a nuisance.

The men who carry forward labor organizations are problem solvers. They are avaut couriers, path-finders, whose faith is the substance of things hoped for, the evidence of things not seen, and it is always active, and never more so than in the face of difficulties. It was said of the illustrious soldier, Gen. Winfield Scott, that in camp, when the battle was far away

and all was leisure and listlessness, that he was sluggish and often insipid. But on the eve of battle he was transformed into a very man. Then his great heart beat like a trip hammer; then every faculty was aroused, and with a presence that inspired the loftiest courage of officers and men he saw every incident of the battle and moved on to victory.

Men who comprehend the essential idea of labor organizations are only fully developed when dangers threaten, when the fight is on, and though repulse may sometimes follow attack they do not surrender. If they fall back it is only to study tactics and strategy, that when the battle is renewed victory may be achieved.

The Brotherhood of Locomotive Firemen is engaged in a battle with a powerful corporation. A corporation that can command millions of money by the stroke of its pen. It can draw around it council board a host of sympathetic corporations who will advise it, may be, to wreck its property rather than to do an act of justice. Suppose, for the sake of argument, that it wins the fight, does the fact conquer the Brotherhood? Does it defeat the grand purposes which the brotherhood was organized to maintain and carry forward? The mere suggestion is replete with dishonor. If it be true that one defeat demoralizes the Brotherhood, puts out its Lodge-fires and disperses, the membership to the winds of heaven as so much chaff, it would have been better, far better, that its founders had slumbered in death before they laid its corner stone or gave its banner to the breeze.

But, the question arises, would a defeat of the Brotherhood be a victory to the C., B. & Q? Was the battle of Bunker Hill a victory for the British? Already, we dare assert, the Brotherhood has gained a victory. As a matter of course, in discussing this subject we include the B. of L. E. But writing as we are, for the eyes of Firemen, we address ourselves to them in particular. We say, already the victory is ours—a moral victory—and this fact,

we dare say, has so impressed every railroad corporation in the land. In a moral victory there is moral grandeur. It means there has been no surrender of principle. If it is a disappointment, it is in the nature of the failure of the farmer, who went forth to find a lost pig. He did not find his pig, but he did find his lost cow. In the event of failure to bring the C., B. & Q. to terms, we shall have impressed other corporations that it is dangerous to challenge the resources of the Brotherhood, and on the stem of defeat will bloom the flowers of victory.

But it should be remembered the Brotherhood of Locomotive Firemen was organized for other purposes than to strike—that being the last resort, when all other means of redress had proved utterly fruitless. Is the idea anywhere entertained that the C., B. & Q. has the power to disband our noble Brotherhood? Is it to be understood that its kick has knocked the breath out of our Order? Is it to go upon record that the B. of L. E. surrendered to scabs? There is a story told of a veteran British Commodore who fought the Yankees in the war of 1812. The Yankees being short of shot and shell, loaded their big guns with scrap-iron, old horseshoes, crowbars, etc. The bold Britain sent in his resignation, assigning as a reason that while he was willing to die for his country, to be killed by shot or shell, or any other regulation missile, he did not "propose to go down to posterity as having been killed by a d—d old Yankee candlestick." He did not think it would sound well in the bulletin. For the Brotherhood to be killed by the C., B. & Q. would be an eternal disgrace. It would not read well in history. "Killed by a scab" would sound still worse. But in our vocabulary there has been, thus far, no such word as "fail," and it is too late in the day to adopt it. We have written before, we write it again, "It is the battle, not the drill, that makes the soldier. It is the storm, not the calm, that makes the sailor," and if true to our manhood, true to our motto, true to our obliga-

tion, and true to the sublime purposes and principles of our Order, we shall come forth from the struggle with the C., B. & Q. better Brotherhood men than ever before. We shall go forward in our noble work of helping to make each other strong, worthy of the esteem of all good men, we shall help each other when the storms of adversity beat upon us, we shall bury our dead and wipe tears of sorrow from the cheeks of widows and orphans, and our Brotherhood shall live to see the dawn of an era when the power of corporations to deal unjustly by their working employes shall be shattered at their feet, while labor shall receive its just reward.

WHERE STRIKES FLOURISH.

We give the caption, under which we find going the rounds of the press the following:

The strike industry in the United States is chiefly confined to a small group of states comprising Massachusetts, New York, New Jersey, Pennsylvania and Ohio. Of the 340,854 persons engaged in strikes during 1887, 248,965, or seventy-three per cent. of the entire number, were in the five states named, the other thirty-one states and the territories furnishing the other twenty-seven per cent. Pennsylvania furnished 111,317 strikers, or nearly one-third of the number. New York comes second on the list with 62,656, the two states furnishing a little more than one-half of the country's quota of strikers. New Jersey is third on the list with 27,508, Ohio fourth with 22,825, and Massachusetts fifth with 22,659. More than two-thirds of the \$13,500,000 in wages sacrificed by strikers during the year were lost to the workers of these five states. If it were possible to show by figures just how many of the 340,000 strikers were responsible for fomenting the strikes, and able by their positions as paid leaders to provide against loss to themselves, it would doubtless appear that a great army of workers had been victimized by a very few. The statistics show conclusively that the leading mining and manufacturing states are paying a very big price for the maintenance of a few labor demagogues.

The foregoing fairly represents the criticisms of the press, when strikes and strikers are required to pass through its threshing machine. It will be noticed that the 340,854 working men who struck for any cause whatever, during the year 1887, are set down as the victims "of a few labor

demagogues," "that a great army of workers had been victimized by a very few," the intention being to impress upon the public mind that the "workers" had no just cause of complaint, and were simply an ignorant, misguided rabble, forced into idleness and compelled to throw away \$13,500,000 by the autocratic decrees of "a few labor demagogues." It is this ceaseless misrepresentation of labor troubles in the United States that convinces working men that the press is their bitter enemy, that it is subsidized by powerful corporations and cannot be trusted, under any circumstances, to deal fairly and honestly with questions relating to the welfare of working men. Is it to be presumed that the more than 300,000 workers enrolled in the army of strikers for the year 1887, were the ignorant, abject followers of "a few labor demagogues," who used them to promote their selfish ends? If such an astounding assumption is accepted as founded in fact, then the conclusion is inevitable, that the working men of America are already debased to such a degree as to disqualify them for any of the duties of American citizenship.

The American idea is to resist oppression. Proverbial philosophy voices no sentiment more distinctly American, than that it is better to die free than to survive a slave, and when one man denies another man his rights, and the victim of the wrong is too abject, too cowardly to protest and resist, he is a craven, whom it were a monstrous calumny to call a man.

In the list of strikes of 1887, that of the coal miners of Pennsylvania will forever be terribly conspicuous. From the landing of the first negroes down to the day when the last slave-block and slave-pen in the United States disappeared by the fiat of war, there was never, throughout all the slave States, a condition of African slavery exhibiting such repulsive features of wretchedness and degradation as these Pennsylvania miners presented to the world. Defrauded, degraded, crushed and starved, they finally struck to better their condition. Did they succeed?

A venal, subsidized press is of the opinion they did not. They suffered the agonies of cold and hunger. They endured the pitiless storms of winter. Famine did its work. How much better, says a hireling press, it would have been for the miners to have submitted to wrong than to resist and pay such penalties, which is saying, virtually, how much better it would be were working men the slaves corporations would have them, an uncomplaining herd of degraded beings, who accept their debasement without protest, and sink to the condition of pariahs as complacently as if by a decree of their Creator they were born outcasts and vagabonds.

The course the press is pursuing when discussing a strike is to place before the eyes of American working men so many dollars, and then point out the sufferings in store for them if they reject the dollars. It goes without saying that to accept the dollars is to invite disgrace and degradation, that in accepting the dollars they invite the badge of servitude, surrender every prerogative of manhood, throw to the winds their independence, and trample upon the divine declaration "that all men are created equal," as pagans trample upon the cross. The dollar is to be everything—justice, right, principle, honor, manhood, citizenship, nothing. The corporation, in alliance with wind and water, is to rule, and working men, with their faces in the dust, are to serve, or, if they protest, if they demand their rights, if they aspire to the decencies of citizenship, if they demand for themselves, their wives and children something better than hovels for homes, something better than rags for clothing, and if from the fabulous abundance of food products which the Great God, who is no respecter of persons, supplies, they ask for a sufficiency, they are denounced as the victims of demagogues, and are accorded less consideration than so many beasts of burden. mandates, and millions of homes, now darkened by the insatiate greed of corporations, trusts and monopolies,

would be emancipated from the ceaseless forebodings of calamities which the devilish ingenuity of soulless corporations have ready to hurl upon them if they dare to strike for fair pay for honest work.

The strike is the weapon of the oppressed, of men capable of appreciating justice and having the courage to resist wrong and contend for principle. The Nation had for its corner stone a strike. There were ingrates in 1776 who, like the press of the present, asked will you go to war for a contemptible "stamp tax" and an equally paltry "tea tax?" They asserted it were better to suffer in peace than go to war for principle. But the patriots of the times "that tried men's souls" were not built that way, and through eight years of gloom, of sacrifice and suffering they continued the strike. They fought and bled and died, and still they fought on. The strike was never off for eight long years. There was a principle at stake. England was powerful, the strikers were weak in everything but courage, resolution and defiance. What was the condition of the old Continental army? It was never half paid, never half clothed, and never well fed. How much did the soldiers of that eventful period endure? Let General Nathaniel Greene speak for the men under his command, who drove the British from the South. He says: "I have been seven months in the field without taking off my clothes. At the battle of Eutaw Springs hundreds of my men were as naked as they were born. Posterity will scarcely believe that the bare loins of many brave men, who carried death into the enemies' ranks at Eutaw, were galled by their cartouch boxes, while a folded rag or a tuft of moss protected the shoulders from sustaining the same injury from the musket." Does some croaker, some parasite of the C. B. & Q., some representative of the press remark that our illustration is far fetched? Possibly, but it illustrates a strike for right—for principle. The naked Americans who carried slaughter into

the enemy's ranks at Eutaw could have avoided such suffering and sacrifice by yielding a principle of eternal right and justice, they could have bowed their necks to the British yoke and accepted the bread of servitude. They preferred to strike, and they won an eternal weight of glory. To strike for right, for justice, for principle, is American, and when Americans submit to the wrong without protest, when they accept chains and degradation without a murmur the very name of American will be as odious as that of Helot, and when working men no longer resort to strikes as the last resort to maintain their manhood then their degradation beyond redemption has been secured and the corporations will have triumphed.

The corporation idea is to intimidate working men by showing them if they strike against flagrant wrongs when all other means fail to secure their rights, they will lose a certain amount of wages, and that being easily demonstrated they expect working men, regardless of conviction, will worship with pagan submissiveness the golden image they set up, fearing the ordeal through which they will have to pass if the nobility of their nature asserts itself and they strike rather than yield. All too often this Nebuchadnezzaran idea is correct. Men weak, effeminate, purposeless and spineless, yield. Yield like sheep and wear without shame the brand mark of their owner. But there are men, the "salt of the earth," who will not submit to wrong, who will wear no humiliating badge or brand. They will protest, and if need be they will strike, and like men who know their rights and knowing dare maintain, will accept with proud defiance the penalties in store for them.

The right never did succeed without a strike, and while arrogant injustice throws down the gauntlet and challenges the right to the conflict, strikes will come, come by virtue of irrevocable laws, destined to have a wider sweep and greater power as men advance in intelligence and independence.

FEDERATION.

The *Toronto Railway Life* for April refers to the strike on the C., B. & Q. railroad as having been "suspended," and proceeds to comment somewhat at length upon the federation of the organizations of railway employes as a means of securing and maintaining their rights. *Railway Life* quotes from the *Firemen's Magazine*, the *Engineers' Journal* and the *Union Pacific Employes' Magazine*, touching upon the subject of federation, and suggests that better than federation is to rely upon "public opinion" to right the wrongs which corporations inflict upon their employes. This public opinion, *Railway Life* suggests, "is the greatest power the railway employes can enlist on their side and to secure this a cast iron agreement among the men of different branches of the railway service is not necessary. The same force and ability necessary to organize such a federation as is proposed, if devoted to acquainting the public with the position of the railway men generally and their views upon any grievance particularly, would place the workers in a better position, we are confident, than if devoted to organization as proposed." We are in accord with our Toronto contemporary in its high estimate of public opinion, and public opinion has long since decided that federation to accomplish any laudable purpose is wise and proper. Public opinion relating to the question of wages is certainly an "intangible force," or more properly, no force at all. There is no public opinion anywhere relating to what constitutes fair pay for fair work; but public opinion, being in favor of federation for praiseworthy objects, ought to be in favor of any success that federation achieves. In a general way, public opinion is in favor of the prosperity of working men as it is of all other men, but when working men contend with employers for advance in wages, or protest against a decline in wages, public opinion takes no part in the matter. But when a strike occurs, if the public is thereby embarrassed, the great public has only one opinion, and that is that

working men, to secure their rights, should not inconvenience the public. And to this proposition the press of the country, in every instance, subscribes. Nor does it matter how great the wrongs may be that working men are compelled to endure. Twenty-five cents a day to a workingman may mean a sufficiency of food or clothing for himself or family, but the amount is too contemptible, in the opinion of the public, to warrant action, and if the wronged working man cannot combine, federate with other working men, he will be compelled to submit. But if he can enlist the sympathy and co-operation of other working men he may succeed, in doing which he does not only benefit himself, but does society a great favor. If in the future it shall happen that any railroad corporation, like the C., B. & Q., pursues a course of flagrant injustice towards any of its employes, and the fact being demonstrated, all the employes of the road shall make the wrong one of federate concern, a strike would be avoided, because to strike under such circumstances would be business death to the corporation. Now, then, public opinion being in favor of federation, it would approve of results obtained by federation, particularly if the object attained was fair pay for honest work.

It may be said as an evidence of the elasticity of public opinion that when a strike results favorably to the strikers public opinion is with the strikers, and when the corporation succeeds it is with the corporation, in which a great deal of human nature can be seen without the aid of a microscope. It will not do for working men to rely upon public opinion as an original proposition. It is too fickle. It is far better to adopt proper methods and vigorously enforce them, and no method is better calculated to insure success than federation. It is lawful. It is prudent. It is common sense applied to practical affairs. It is a winning card, and at no distant day will be played. It involves neither clamor nor excitement. It moves straight and re-

sistlessly to the accomplishment of its purpose as a river in its flow. It may take time to bring about such a federation, but the more it is studied the more feasible it will appear, and when fully inaugurated the jubilee day of labor will have dawned.

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WE notice that *Trade and Traffic*, a publication that has now some distinction for ability and fairness, suggests the propriety of a law which would make the employes of railroad companies common carriers—appendages of the corporation, who having entered the employment of the common carrier, would be denied the privilege of resigning or quitting at any time or under any circumstances they might deem advisable. *Trade and Traffic*, unintentionally, doubtless, but not the less certainly, has entered upon the advocacy of a proposition which, if the policy it outlines should be adopted, would at once and effectually reduce the employes of common carriers to a condition of the most odious servitude. It might be gratifying to certain common carriers to know that they virtually owned their employes, or, had them in a position in which their right to determine whether they would work or resign had been cloven down. But we suggest that such a law is not likely to be enacted, or, if it were placed upon the statute books, no one could be found sufficiently foolhardy to attempt its execution. Common carriers need have no difficulty in pursuing their business, so far as employes are concerned. They have only to deal fairly by their men, and their business will move forward with only such friction as is unavoidable.

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THE statement is made that up to the 1st of May of the current year, 1,096 miles of new railroad track had been laid in the United States, and it is estimated that the mileage of new track for 1888 will equal that of 1887, the minimum estimate being 8,000 miles.

THE FEDERATION OF LABOR ORGANIZATIONS FOR MUTUAL PROTECTION.

In advocating the federation of labor organizations for mutual protection, we shall state as definitely as possible our reasons, and shall seek to state propositions, which we believe will stand the test of the severest scrutiny. The wealth of nations is created by work—without work there is no wealth. As all working men are engaged in producing this wealth, it follows logically that there is an identity of interest. There are many departments of work—workers have a diversity of tastes and ambitions. Their modes of living may be widely different, their habits dissimilar, their thoughts and education unlike, and yet upon one point there ought to be and ultimately and inevitably there must be perfect agreement, and that point is fair, equitable wages. Upon this proposition there is no room for debate. But when the question arises, "What are fair, equitable wages?" disputations begin and are endless. The employer insists that he shall be permitted to fix the rate—that the wage worker, the bread winner, the wealth creator shall have no voice in a matter of supreme importance to him, and equally important to the welfare of society. The long prevailing policy has been that the worker shall take what he can get and be content.

Of late years the workingmen of the United States, having grown in intelligence, comprehend more fully than ever before the injustice of which they have been the victims, and with an independence born of intelligence have organized themselves into unions bearing various names, for the purpose of securing fair wages, a more equitable share of the wealth they create. What is the significance of this movement? It means simply that workingmen shall live in better houses, shall have better shelter, better homes, better clothing, better and more abundant food, all of which signifies better citizenship, more influence in human

affairs, in all of which every working man has the same identical interest, and to secure which is the chief end of labor organizations. As a consequence, in the advocacy of the federation of labor organizations for mutual support, we are doing that which, if consummated, must result in securing for wage workers their rights, a just recognition of the value of work in carrying forward the great industrial enterprises of the times.

During the year 1888 the various labor organizations will hold their annual conventions. Labor questions are to be discussed with a zeal and an intelligence hitherto unknown. There are some special reasons for this growing out of the fact that important elections are pending. The interests of labor are to have a hearing on the rostrum, but as it is said "God helps those who help themselves," the question of federation for mutual support becomes more than ever before vital. It is not what can a party, or a politician do for them, but what can they do for themselves?

It must not be understood that in advocating federation we favor the abandonment of separate and distinct organizations. We do not favor amalgamation. We do not desire to blend, fuse the various labor organizations into one conglomerate whole, but regarding the supreme purpose of each to better the conditions of its members, we would have such an understanding, such a federation, that when one is driven to the necessity of making a stand for its rights, for justice, honest wages, it shall have the sympathy, and at least the moral support of all, that in no instance should the enemy of workingmen have the support of any labor organization, but on the contrary, all should, within prescribed limits, do all things proper to enable the organization in the struggle to win a victory. The plan is feasible, prudent and patriotic. It contemplates no wrong to any one or to any interest. It signifies unity in case of emergency, and victory for the right against oppression. The *Magazine* in

its advocacy of federation for mutual protection includes all labor organizations. It is broad enough to take them all in. It is the organ of a Brotherhood of workers whose high aim is to achieve better conditions and advanced positions, and in the spirit of fraternity we address all the labor organizations in the land, believing the emancipation of workingmen depends upon their working together when the rights of any organization are invaded and imperiled, and we earnestly invite all labor organizations to give the matter we have briefly stated their consideration. United for mutual protection, workingmen of America would be invincible. Once federated in the interest of right and justice, they would exert a moral power which would bear down all opposition. In that event, strikes would disappear and peace and prosperity would reign supreme.

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E. ST. JOHN.

In writing of the General Manager of the Rock Island Railroad we have no purpose of dealing in undue eulogy. The trite expression of the "right man in the right place," contains a world of meaning. It is doubtless too often loosely used and made to do duty under circumstances which reflect neither honor nor credit upon the party complimented or the one who bestows the flattery. Be this as it may the right man does occasionally in the distribution of prizes, drop into the right place, a place which he occupies with eminent fitness, a place which gives scope and free play for all his powers, and under such circumstances the right man in the right place always makes his mark.

Mr. E. St. John, as General Manager of the Rock Island Railroad, is conspicuously the right man in the right place. In the first place he is a railroad man par excellence. To be a railroad man in these days of sharp competition, of push and enterprise, of pools, trusts and combinations and war, calls into action qualities of head and heart of the

highest order. The railroad man in high and responsible position, with vast interests at stake, must be in the nature of things, a man of brains, anything less means failure from the start. The brains of the country is largely in the railroad business of the country. The men who are at the head of the great railroad enterprises of the times are, measure them by any accepted standard, the peers of any other class of men found in any of the higher walks of life. They are men—we speak of the rule—of judgment, of quick perception and of courage, and these characteristics in an eminent degree mark the course of Mr. E. St. John, General Manager of the Rock Island. In proof of this it is only required to observe how quickly and thoroughly he comprehended the juggling, the chicane, the vile methods resorted to by the C., B. & Q. management, and having almost intuitively analyzed the vulgar schemes of that corporation to entangle and defraud competing lines, including the Rock Island, Mr. St. John had the courage to expose its devices and to openly charge it with its rascally designs. He would not affiliate with it in any way. He openly denounced its treachery, and demonstrated that its unjust action towards its engineers and firemen was only a part of a scheme by which it expected to circumvent every other road with which it competed for business. It is such qualities, when displayed as opportunities are afforded, that test the fibre of men and give them distinction and establish them in the confidence of all honorable men.

Such general managers as E. St. John are the men who redeem railroad management from universal obloquy, and it is a source of gratification to know that their number is steadily increasing. They are not railroad wreckers. They deal justly with their employes and strikes are not known, because the policy of justice prevails. With such men as E. St. John in command it would require no seer to foretell that day of strikes and discord had passed to return no more.

WE have received the printed copy of an address delivered by L. W. Rogers, at Council Bluffs, April 7th, before a mass meeting of the citizens of that place. The speech is one of the very best upon the subject of the C., B. & Q. strike that it has been our good fortune to hear or read, and it should have the widest possible circulation. It is *meaty* from first to last. Mr. Rogers, who is a brakeman, and who has paid the penalty, which railroad autocrats have the power of inflicting upon working men, who dare exercise the prerogatives of American citizens, refers to the C., B. & Q. strike as "not a common fight between labor and capital," but "a revolt against actual wage robbery." In this, Mr. Rogers sounded a key note. He stated a central, pivotal fact, and honestly defined the situation. The C., B. & Q. managers were engaged in wage robbery. They were and are wage pirates. They established a system of robbery in defiance of every principle of justice and fair dealing and the fact Mr. Rogers triumphantly establishes. The C., B. & Q. corporation having subjected its engineers and firemen to numberless outrages sought by the most disreputable means to injure its old and faithful employes, in the estimation of the public. "From the first," says Mr. Rogers, "the company has deliberately misrepresented our cause. They have used every effort to break our ranks, to secure our defeat without regard to the questionable nature of the methods employed. They have sought to set us against our leaders by the circulation of false reports. They have endeavored to array other factions of labor against us, and last and worst they have made use of the most disreputable classes of humanity in the attempt to fill the vacant places. But 'disreputable' does not describe them. The English language cannot describe them. The man who will take the place of another who is engaged in a struggle for justice with a powerful corporation—who will thus deliberately deprive a fellow laborer of his only weapon—is a traitor of the

basest type. They are properly named; they are scabs on the body of labor, and were labor in a healthy normal condition they could not exist. I use the word 'scab' because it is the popular name—the only term by which they are known. People who have not been in contact with them have but a faint idea of what they are. There is the same difference between a striker and a 'scab' that there is between virtue and vice, between decency and dishonor. One is a patriot of labor; a lover of justice; a hater of oppression; a scorner of bribes; an honest, upright, courageous man. The other is an abettor of wage robbery; a party to fraud; a receiver of bribes; a despiser of honor; a traitor to his class; an enemy of the honest; a friend of tyranny; a hater of justice; a being without principle or conscience, utterly lost to all sense of honor, decency, or shame."

But notwithstanding the infamous methods resorted to by the C., B. & Q., it has not defeated the cause of the strikers, nor has it been able to dampen their ardor. Public opinion has not been poisoned to the extent hoped for, and the bloated and boasting corporation is virtually a wreck.

COMMERCIAL TRAVELERS.

The commercial travelers of the country have almost to a man recognized the justice of the demands of the engineers and firemen who abandoned the service of the C., B. & Q. roads. As a body of men there are none more familiar with the business interests of the country. They are merchants in the best sense of the term. Constantly on the road, they are appreciative of the qualifications of those who have charge of railroad trains, and are quick to see deficiencies in that class of men. Under the best arrangements dangers are numerous, but when incompetent men are in charge of trains perils multiply indefinitely. The C., B. & Q. management having discarded its competent engineers and firemen, and having employed the riff-raff of the country to

take their places, commercial travelers realize that the right thing to do is to keep off the C., B. & Q. roads, except in cases of absolute necessity. The commercial travelers of the west, from the first, have been in sympathy with the men who left the service of the "Q." system, and have not hesitated as opportunities have been offered, to deflect their shipments to other roads, as proof of their recognition of the justice of the cause of the striking employes.

It has come to this, that in shipping freight over the C., B. & Q. roads no one knows when it will arrive at its destination. The locomotive is liable to stand "dead" on the track. The danger of collision is always imminent, as a large per cent. of the engineers and firemen are known to be grossly incompetent. Under such circumstances commercial travelers deem it wise to keep away from the C., B. & Q. tracks. They do not care to risk their lives nor their property except under unavoidable circumstances, when there is no other way to reach certain points, and this fact is having a demoralizing effect upon the road, for when a commercial traveler regards the management of a railroad *shaky* it is well for others to take the hint and keep away from them.

.....

THE *Union Pacific Employes' Magazine*, for May, has an excellent article on "Conspiracy," in which the fact is very clearly demonstrated that the Union Pacific has been for years an arch conspirator and "has defrauded the United States."

The term "conspiracy," has recently become very popular with corporations whose whole existence has been one continuous effort to plot the overthrow of labor organizations, which are flipantly denounced as so many conspiracies against capital or corporations, syndicates, trusts and monopolies. Says the Magazine: "It is reported that General Manager Stone, of the Burlington, told the directors of that company, that he could down the

Brotherhoods at a cost, not to exceed \$150,000. The directors said they would allow him \$1,000,000 with which to do it and would feel satisfied. Was not this done by the vilest of plots to degrade the nation's citizens, Conspiracy to deprive them of the right to exercise their moral manhood. to make them worse than slaves?"

It does not matter in the least, so far as ultimate results are concerned, what opprobrious epithet is applied to workingmen who combine to maintain their rights while keeping within the limits of law. They will organize and unite, and the greater the opposition the more certainly will this be the case. And it is doubtless true, those corporations will unite their forces in the future, as in the past, to crush the organization of workingmen. The tactics of the foes of labor organizations is to enstrange them by jealousies, to foment enmities and continue to factionize them, because, they know, that such organizations in alliance, are invincible. In the past, some success has attended the efforts of the corporations, but the indications are, that working men, taught in the school of experience, are making splendid progress—and in the near future, if the signs of the times are not deceiving, workingmen will win a series of brilliant victories in the interest of justice and fair dealing which will illustrate the fact that the civilization of the century is not a failure.

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WE notice with great pleasure that Roswel Miller, Esq., late General Manager of the C., M. & St. P. railroad, has been promoted to the Presidency of the corporation. Mr. Miller is notably one of the foremost railroad men in the country, and his promotion to the important office of President of one of the largest railroad systems in the country is a triumphant indorsement of his masterly qualifications for the arduous duties and exacting responsibilities of the position. The employes of the road recognize in Mr. Miller a man possessed of such qualities of head

and heart as to assure them of honorable and fair treatment on all occasions, and his advancement to the office of President, while eminently complimentary to Mr. Miller, reflects credit upon a corporation that could see and appreciate his gifts. Such men in charge of great railroad properties are guarantees, not only of prosperity, but of the most amicable relations between employer and employé.

THE Railroad Commission of the Dominion of Canada, appointed last year to consider the propriety of Government regulation of railroads, has made an elaborate report, in which the appointment of a Railroad Commission, with certain powers of control and regulation of railroads, is recommended; the powers being similar to those conferred upon the Inter-State Commerce Commission of the United States.

For the Magazine:

ALONE BY THE SEA.

IF I could stroll beside the stream,
That glides along the hills,
Where the mountains in the sunlight gleam
Above the rocky rills,
Where flowers blow besides the snow—
If I were there again—
Then I would be, it seems to me,
The happiest of men.

If I could mount my steed of steam,
And watch the waving grass,
As I climbed the sunny summit
Of the mossy Marshall pass;
Could I sit at night, in the circle bright,
With loved ones round the hearth,
Then I would be, it seems to me,
The gladdest man on earth.

If I could see that face once more,
That slumbers in the vale,
And watches from the other shore
To guide me o'er the rail.
Could I press the hand that o'er the strand
Is beckoning to me,
Ah! love, I'd leave this lonely land
If I could come to thee.

A year ago she left me here,
With unlined raven hair,
And not a trace upon my face
Of sorrow's constant wear,
But now my limbs are racked with pain,
My brow all streaked with snow,
Weary I lean upon my cane
As on through life I go.

Now, by the deep, dark gulf I stroll,
By the silent and still sad sea,
And think of the boundless billows that roll
Between my lost treasure and me.
And I fancy that each little drop that gleams
On the crest of a wind tossed wave,
Is a tear from the clear little mountain stream
That flows by the side of her grave.

C'y. Warman.

CONCENTRATION OR ONENESS OF AIM.

Whatever I have tried to do in my life, I have tried with all my heart to do it well. What I have devoted myself to, I have devoted myself to completely. Never to put one hand to anything on which I would not throw my whole self, and never to effect depreciation of my work, whatever it was, I find now to have been the golden rules.

Dickens.

The first law of success at this day, when so many things are clamoring for attention, is concentration—to bend all the energies to one point, and go directly to that point, looking neither to the right nor to the left. It has been justly said a great deal of the wisdom of a man in this century is shown in leaving things unknown, and a great deal of his practical sense in leaving things undone. The day of universal scholars is past. Life is short, and art is long. The range of human knowledge has increased so enormously, that no brain can grapple with it; and the man who would know one thing well must have the courage to be ignorant of a thousand other things, however attractive or inviting. As with knowledge, so with work. The man who would get along must single out his specialty, and into that must pour the whole stream of his activity—all the energies of his hand, eye, tongue, heart and brain. Broad culture, many-sidedness, are beautiful things to contemplate; but it is the narrow-edged men—the men of single and intense purpose who steel their souls against all things else—that accomplish the hard work of the world, and who are everywhere in demand when hard work is to be done. Every beginner in life, therefore, should try early to ascertain the strong faculty of his mind or body, fitting him for some special pursuit, and direct his utmost energies to bring it to perfection. A man, is like a Labrador spar, which has no lustre as you turn it in your hand, until you come to a particular angle; then it shows deep beautiful colors. There is no adaptation or universal applicability in men; but each has his special talent; and the mastery of successful men consists in adroitly keeping themselves where and when that turn shall need oftenest to be practiced. The successful man in every calling, whether mechanical, scientific or business, is he who can say with Paul, "This one thing I do." With the exception of a few great creative minds, the men whose names are historic are identified with some one achievement upon which all their life-force was spent. We think of Watt, and instantly the steam engine is suggested; of Arkwright, and the spinning-jenny whirls before you; of Davy, and the safety-lamp lights up the mine; of Jenner, and you see disease stayed in its progress by the pricking of a lance; of Morse, and the electric spark is seen darting from continent to continent, ready to put a girdle round the earth in forty minutes. A man may have

the most dazzling talent, but if they are scattered upon many objects, he will accomplish nothing. Strength like gunpowder, to be effective, needs concentration and aim. The marksman who aims at the whole target will seldom hit the centre. Let one devote himself to any art or science ever so strenuously, and he will still have leisure to make a considerable progress in half a dozen acquisitions. Let a man do all he can in one branch of study, he must either exhaust himself and doze over it, or vary his pursuit or else lie idle. All our real labor lies in a nutshell. The mind makes, at some period or other, one herculean effort, and the rest is mechanical. All this is true enough of a few prodigies of genius that have appeared at rare intervals in the ages. The world has few universal geniuses, who are capable of mastering a dozen languages, arts, or sciences, or driving a dozen abreast. Beginners in life are perpetually complaining of the disadvantages under which they labor; but it is an indisputable fact that more persons fail from a multiplicity of pursuits and pretensions than from an absolute poverty of resources. The one prudence in life, is concentration, the one evil is dissipation; and it makes no difference whether our dissipations are course or fine—property and its cares, friends and a social habit, politics, music, or feasting. Everything is good which takes away one plaything and delusion more, and drives us home to add one stroke of faithful work. The Yankee can splice a rope in many different ways; an English sailor knows but one mode, but that mode is the best. The one thing which an Englishman detests with his whole soul is a Jack-of-all-trades, the miscellaneous man who knows a little of everything. England is not a country for average men; every profession is overstocked, and the only chance of success is for a man of signal ability and address to climb to a lofty position over the heads of a hundred others. America, on the other hand, is full of persons who can do many things, but who do no one thing well. The secret of their failure is mental dissipation—the squandering of the energies upon a distracting variety of objects, instead of condensing them upon one. To do anything perfectly, there should be an exclusiveness, a bigotry, a blindness of attachment to that one object, which shall make all others for the time seem worthless. Just as the general who scatters his soldiers all about the country ensures defeat, so does he whose attention is forever diffused through so innumerable channels that it can never gather in force on any one point. The human mind, resembles a burning-glass, whose rays are intense only as they are concentrated. As the glass burns only when its light is conveyed to the focal point, so the former illumines the world of science, art, or busi-

ness, only when it is directed to a solitary object. Or to take another illustration, what is more powerless than the scattered clouds of steam, as they rise in the sky? They are as impotent as the dew-drops that fall nightly upon the earth. But, concentrated and condensed in a steam-boiler, they are able to cut through solid rock, to hurl mountains into the sea, and to bring the antipodes to our doors. "Be a whole man at everything." It is just the lack of this wholeness which distinguishes the shabby, half-hearted, and blundering—the men who make the mob of life—from those who win victories. In slower times success might have been won by the man who gave but a corner of his brain to the work in hand; but in these days of keen competition it demands the intensest application of the entire thinking faculty. Exclusive dealing, hateful as it is in politics, is yet, in worldly pursuits, a principle of hundred-headed power. The time spent by many persons in profitless desultory reading, if concentrated upon a single line of study, would make them masters of an entire literature or science. The toil expended by the newspaper hack in writing disconnected essays, and sketches, to buy his daily bread, would produce if directed with energy for a year to one absorbing object—a volume instead of the two-and-fifty or more crude and ephemeral articles which are read on-e and then forever forgotten. The highest ability will accomplish but little, if scattered on a multiplicity of objects; while, on the other hand, if one has but a thimbleful of brains, and concentrate them all upon the thing he has in hand, he may achieve a miracle. Momentum in physics, properly directed, will drive a tallow candle through an inch board. Just so will oneness of aim and the direction of the energies to a single pursuit, while all others are waived as harlotry, enable the veriest weakling to make his mark where he strikes. We are aware that it is fashionable in these days, with small wits, to ridicule men of one idea. But no man has ever yet made his mark on the world who was not possessed of some master passion. There is no more pitiable wretch than the man in whom one giant faculty has starved the rest, like the dwarf,—whose large feet and hands seem to have devoured his stature. And yet does not the world abound in such dwarfed specimens of humanity? Has not every profession its peculiar tendencies, that more or less cripple, mutilate or warp those that devote themselves to it too exclusively, paralyzing this or that mental or moral faculty, and preventing them from attaining to a complete, truthful and whole-souled manhood? Is not the weaver, in many cases, but an animated shuttle? the seamstress a living needle? Does not the lawyer often become a mere bundle of precedents, a walking

digest of real estate rules and decisions in law or chancery? Are not scholars too often mere bloated encyclopedias of learning? Is it not the time rapidly drawing near when, to find a perfect man, we must take a brain from one, a heart from another, senses from a third, and a stomach from a fourth? Man dwarfs himself, if he pushes too far the doctrine of the subdivision of labor. Success is purchased to dear, if, to attain it, one has got to be a monster of one-sided development, and transformed into a head, an arm, a finger, or a leg, instead of a man. Every person ought to be something more than a factor in some grand formula of social or economical science—a cog or pulley in some great machine. Let every one take care, first of all, to be a man, cultivating and developing so far as he can, all his powers on a symmetrical plan, and then let him expand his chief labors on the one faculty which nature, by making it prominent has given a hint should be specially cultivated. There is no profession upon which a high degree of knowledge will not continually bear. Things which at first view seem most remote from it, will often be brought into close approximation to it; and acquisitions which the narrow-minded might deem a hindrance, will sooner or later yield something serviceable. Nothing is more beautiful than to see a man hold his art, trade, or function in an easy disengaged way—wearing it as a soldier his sword, which once laid aside, the accomplished soldier gives you no hint that he has ever worn. The man who would get on need not always pursue the "grand trunk" line; he may "switch off" upon other tracks, provided they lead ultimately to the same terminus. With one object ever in view, he may have many varying activities, conducing to the same result. Singleness of aim by no means necessitates monotony of action; but if we would be felt on this stirring planet, if we would strike the world with lasting force, we must be men of one thing. Having found out the one thing we have to do, we must throw into it all the energies of our being, seeking its accomplishment at whatever hazard or sacrifice. Dr. Clarke says: The old adage about "too many irons in the fire" conveys an abominable lie. Keep them all agoing—poker, tongs and all! But all are not Clarkes; and experience shows that generally, those who try to heat half a dozen irons at once, either burn their fingers or find the irons cooling faster than they can use them. Distraction of pursuit is the rock on which most unsuccessful persons split in early life. Nine men out of ten lay out their plans on two vast a scale; and they who are competent to do almost anything, do nothing, because they never make up their minds distinctly as to what they want, or what they intend to be. Hence the mournful failures we see all

around us in every walk of life. There is probably no more frequent cause of failure in life than that greediness which leads men to grasp at too many of its prizes. There are some the acquisition of whom are incompatible with the acquisitions of others, and the sooner this truth is realized and acted upon the better the chance of success and happiness. Much material good must be resigned if we would attain to the highest degree of moral excellence, and many spiritual joys must be foregone if we resolve at all risks to win great material advantages. To strive for a high professional position, and yet expect to have all the delights of leisure; to labor for vast riches, and yet to ask for freedom from anxiety and care, and all the happiness which flows from a contented mind, to indulge in sensual gratification,

and yet demand health, strength, and vigor; to live for self, and yet to look for the joys that spring from a virtuous and self-denying life—is to ask for impossibilities. The world is a market, where everything is marked at a settled price, and whatever we buy with our time, labor, or ingenuity—whether riches, ease, tranquility, fame, integrity, or knowledge—we must stand by our decision, and not, like children, when we have purchased one thing, repine that we do not possess another which we did not buy. In all professions, law, medicine, or trade, the most successful men have been those who have stuck to one thing. "Stick to your business," said Rothschilds to a beginner, stick to your brewery, and you may be the great brewer of London.

Old Reliable.

For the Magazine :

"TOMMY."

*Written by Request of His Mother, and Dedicated to
the Memory of Thos. Boland.*

In and out, in and out!
When will my darling stay?
My youngest boy so kind, devout,
But kept by his labor away.
Out on the swaying, slippery cars,
Watched by the ever-faithful stars,
As the freight train rumbles away
Around the curve and over the hill,
He stands at his post of duty still.

Come and go, come and go.
Scarcely a moment to rest!
Out in the sleet and blinding snow
By a sense of duty pressed.
So weary and sleepy, so faint and worn,
Again from me is my darling torn,
While sorrow is filling my breast,
And my heart is throbbing with anxious fear
That something will happen my Tommy dear.

Once again, once again,
My darling returns to me,
But borne by his fellow railroad men,
All bruised and mangled is he!
In scaling the cars, he had missed his hold,
And fell 'neath the car wheels cruel and cold,
In an instant more to be
Crushed and dead on the track below,
Where his life blood colored the drifting snow.

To and fro, to and fro.
Rumble the trains to-night!
But who can feel the weight of woe
That overwhelms me quite
As I sit alone by the fire, and pine
For my dearest comfort, that boy of mine
Who is buried away from my sight?—
My only hope, my fondest joy,
My own, my darling brakeman boy!

George W. Hall.

Mechanical

Breaking Pony Truck Equalizer.

If the pony truck equalizer on a Mogul should break, not much can or need be done. We have several styles of Moguls, and in but one kind (the Baldwin) is an equalizer used. If this equalizer in the Baldwin Moguls was broken, it would only let the front end of the front spring up about one and one-half inches, as the bottom of the spring-hanger would then come up against the frame, thus stopping the spring from going any farther. By the use of a suitable bar and sledge, wedges might be inserted between the spring-hanger and frame, so as to bring the spring level, but this would not be necessary, as the spring would work just as freely in a slightly canted position. The only thing to do, would be to secure the broken equalizer, so that it could not do damage by falling under the wheels or machinery, and run with somewhat increased caution, because the drivers have an unusual load to carry, and the pony truck that much less.

Breaking Eccentrics.

If a locomotive breaks the go-ahead eccentric cam on one side, and the back-up cam on the other side, she could be brought in by shifting one of the remaining cams to the other side, so as to have a pair in shape; then disconnect one side and run in by using one side only.

If both go-ahead eccentric rods, or straps, were broken, it would be possible in most cases, to use one of the back-motion eccentrics in the place of one of the broken ones, and then run with one side; disconnecting the other.

If both bolts of the right go-ahead eccentric strap were broken, and no bolts could be found to replace them, the bolts out of the back-motion strap might be used and that strap taken down. If the lever was left "in the corner," so that the rod worked in line with the link block, it would be possible to run forward with both sides using steam, but as there would be no control of the right side by reversing, that should not be done, but the runner should use other means for stopping. The safest way, however, would be to disconnect the right side, and run in by using the left side only, thus having both forward and back motion on one side, if needed.

In Answer to Mr. Lockwood.

Mr. Lockwood has been asked a number of questions, since he has been writing articles for publication in these pages, and he

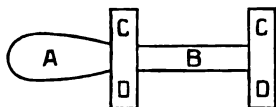
has answered such as suited his purpose, but a number of them remain unanswered to this day. One of the questions asked several times is in relation to a statement made by Mr. Lockwood in these pages several times, and repeated by him in *May Magazine*, page 344, and to give particular emphasis it is put in italics. He says "I have already shown that the top of the wheel moves twice as fast as the bottom, and the bottom stands perfectly still." Some brothers have asked, how fast twice as fast as standing still was, as Mr. Lockwood *did not* make the explanation when he first sprung that proposition upon the readers of the *Magazine*. The readers of the *Magazine* have not been shown such a thing as a *part of a wheel standing still* and another part *moving twice as fast*. If anyone has nothing, and some one else has twice as much, has some one anything? If one part *stands still*, that is, has *no motion*, has the other part that has *twice no motion*, any motion? These questions, which the readers and writers of the *Magazine* would like to have answered, sound very odd, but the oddness of the proposition which Mr. Lockwood has laid down for us to believe, necessitates odd questions. As some of these questions have been asked before, it was supposed that Mr. Lockwood had seen the inconsistency of his statement, and had abandoned it, but as he still adheres to it, and tries to make us believe that reiteration is proof, we would like to see by what new rule of philosophy *twice nothing* can be *something*.

Mr. Lockwood has asked a question of me as author of "Mechanics", and I will endeavor to answer him, and I hope that he will not ignore the above questions, as he has done in the past. Mr. Lockwood asks "Will the author please tell me, where he gets his leverage when the engine is on its dead center? If by engine Mr. Lockwood means a locomotive, I reply that she is never on *both* dead centers, and that one pin is ever at its strongest point, when the other pin is at its dead center. But, of course, Mr. Lockwood was aware of this fact, and wished me to answer in regard to the leverage in one wheel. Any one that has used levers, such as the common crow-bar, for instance, knows that they are powerful tools, and can lift immense weights, by the application of a comparatively small amount of power; yet with all this the movement of a lever is limited, and when the limit has been reached, a new hold must be obtained for the next lift, and it is just at the dead center, that the locomotive changes her hold (as it were), but does not change her leverage from a first class to a second class, and then back again from second class to a first class, at each dead center, as Mr. Lockwood would have us believe. I am well aware, that the leverage of any engine on the dead center is nothing, and might be compared to

a crow-bar standing perpendicular, and a man sitting on the end, but leverage commences at the very moment that the line of motion of the piston, fails to coincide with the line of the main rod, and keeps increasing till the quarter is reached, and from there it decreases again until it becomes nothing at the other dead center. The man sitting on the end of a crow-bar exerts no leverage as long as the bar remains perpendicular, but let it become inclined, and in proportion as it approaches the horizontal position the man's leverage increases, but if the same movement were to be continued, until the bar was perpendicularly below the fulcrum, the man would lose his power by weight and be in the same predicament as at the start. I think I have answered Mr. Lockwood in a spirit of candor, 'acknowledging the weakness of an engine on the dead center, which is a fact well known to all mechanics, and to overcome which numerous plans and devices have been tried, but none of them have as yet proven successful.

MR. EDITOR:—According to May Magazine, I find my communication omitted. I suppose I was late sending it in, so consider the following for June:

"Link Block:" In your April letter to this department, I see you are desirous at times of working your engine with reverse-lever at half notch, etc. I will herein show you a device I made and used while running a Baldwin locomotive, which enabled me to increase the number of cut-offs three fold, and such an arrangement can be used on other designs of quadrants with slight structural changes. It is made of iron, and as thick as the notches of the quadrant are deep:



Supposing your lever is in the 6-inch notch, and you are desirous of working her a little stronger, this may be accomplished by taking this device in your left hand by the handle A, and placing that portion, marked B, in the notch ahead with the long flanges, D D, next to lever, raising the latch the lever will be allowed to move forward one-half the width of a notch, and rest against said flanges, D D, of the device, thereby prolonging the cut-off. By turning the instrument over, so that O C will be next to lever, it will allow the same to rest at mid-notch; so you see with two notches, which gives cut-off six and nine inches, it is possible to receive intermediate cut-off—seven and eight inches; and not interfere with instant reversing of the lever when so desired.

"Noname" has again appeared, and says he has not died, and wants me to understand that Westinghouse builds a No. 6 air pump, and it is so listed. Now please refer me to the list published by this manufacturer, and show me where I can find the so-called pump listed as such.

"Vulcan:" While you have been very kind in trying to make plain to me, that it would *not* be practical to add outside lap and advancing eccentrics accordingly, and after all, not telling me, after I have said I ran an engine (yes, locomotive) with such changes, I will try and make said experiment a little plainer, in the following way, and at the same time try to convince you that you are in error, when you say added lap (with, of course, eccentrics advanced to same amount of lead as before, in full gear), "will blind the ports with reverse lever in centre notch." The changes I referred to were made on a Baldwin locomotive. In the first place, she had valves of three-fourths ($\frac{3}{4}$) of an inch outside lap, with valve gear that gave a throw of five and three-eighths ($5\frac{3}{8}$) travel to the valve, with one-sixteenth ($\frac{1}{16}$) lead in full gear, and about one-fourth ($\frac{1}{4}$) inch lead in centre notch. Now, placing in a new valve with seven-eighths ($\frac{7}{8}$) outside lap, with eccentrics advanced to give same amount of lead as before, one-sixteenth ($\frac{1}{16}$), will not alter the lead in centre notch. Question: Should we have changed the position of point of suspension of the links? In other words, should we have moved the saddle-pin forward or back (to average other conditions)? Now you see I have claimed the lead was not reduced in the centre notch; I will also claim that had I increased the outside lap to one and three-eighths ($1\frac{3}{8}$), the lead would not have been affected in centre notch, consequently I am contrary to your having a certain "lapage" instead of "lead" in centre notch. Poly—

In the list of implements used in the railroad train service of the country, the jack is of special importance and every improvement in its construction, which adds to its value becomes a matter of interest to railroad men. In this connection we note that the Chapman patent screw jack, manufactured by the Chapman Jack Co., of Cleveland, Ohio, is attracting attention because of its superior advantages of construction, being always in good working condition, the screw being protected from dirt and being lubricated, is always ready for instant service, thereby preventing delay in train service. These jacks are manufactured of various sizes and prices range from \$1.50 to \$13.50. They are fitted up in a manner to meet every requirement, and are highly commended by those whose opinions are of value.

WHITEHALL, N. Y., April 25, 1888.

MR. EDITOR:—My opinion is "1304" has struck it square this time in his article in *April Magazine*. I say so, too, let us let the valves set themselves, and the hammer-blow pound the track to pieces, and the bridges all down, but let us have steam and lots of it, as also clean engines. Let us learn how to keep them hot on the road and learn how to clean them. There are lots of firemen who don't know how to clean a headlight, or a jacket, or what to do it with. Let us try to teach these men. I have read the *Magazine* steadily for five years, and have seen nothing about how to keep a new jacket from rusting, nor the best stuff to clean brass domes and cylinders with. I had to learn all these points by experience, but I am willing to give all the information I can to my younger brothers in regard to these things. As to firing, we have all hard coal here; we used to have stuff they called soft coal, but poor trash it was, and I tell you it takes experience to be a good hard coal man. No two engines of the same size and make will burn their fire the same. No 107 will take it in as big as you can put through the door, while 108 wants her food cut up for her, and both worked the same; reverse this, and they are no good. It is often so, but why is it? Position of draft-pipe is one cause, size of nozzle another, stack is sometimes another cause, quality of coal is still another cause, and the way they are cut up and pumped is not the least of all. Let us study these things a little more, and see if we can't help the young men a little bit. I have heard engineers curse about their engines not being clean when they had new men on with them. Who is to blame for this? If the older firemen would take an interest in the new men and show them what to do and how to do it, they would be sowing seeds of kindness that would yield a harvest for the treasury of each Lodge in due time. If we wish to increase our membership we must do it from the ranks of the young firemen, and how shall we do it? When a green fireman asks an old one, "What shall I put on this jacket to clean it?" don't tell him valve oil, or something worse, or say you don't know and thereby make an enemy of him, but stop a minute or two if need be and show him how to do the job right, or if time permits, take hold and do it for him and by so doing gain his friendship, and when we go to him with an application he will take it and say, "Yes, I will come in; you took an interest in me when I came here and I will help you now," or, if they don't say so, they will show it by their actions. Now, brothers, let us look around and see if we can't draw these men into our noble Order by helping them in this way, and thereby gain their good will and make bet-

ter men for the company. Don't you think a man who shows a fellow workman how to save and not destroy and waste the stuff furnished by the company, is doing the company a good turn as well as the man who is using it? Now "1304," I don't know who you are, or what part of the globe you are on, but I am with you and here is my hand on it.

Yours truly,

L. X.

GALVESTON, TEX., April 10, 1888.

MR. EDITOR:—I am in receipt of volume eleven, nicely bound and brand new, from *Terre Haute*, for which the editor has my sincere thanks. It does a man good to look back over things passed and almost forgotten, and then when the chain has all been broken up and only a few links received, it does a man good to get the whole chain. I see in *August Magazine*, a piece by Mr. Rauch about simplicity in engines being preferable to complications, and he says, "Whatever can be taken away *except the keys from the side rods is a positive gain*" (the italics are his). From this I infer that Mr. R. is not an advocate of solid end side rods, and if he is not, I must differ with him there, for although the rods will rattle from one end of the road to the other, there is never any trouble with them and I think them much better than with keys.

I also found in the October *Magazine* something about eccentrics in which I remembered having noticed an error at the time I received the advance copy, but I had destroyed the copy and forgotten the error before I prepared my article for that month; of course this is the blunder Mr. R. referred to when he says "the throw of an eccentric is equal to twice the distance of the difference between the narrow and broad sides." All wrong, the throw of an eccentric is equal to twice the distance from axle center to center of eccentric.

I at last had a chance of seeing that splendid article of "Vulcan's" in February number, about pumping. It is excellent and is just according to my experience with different men. No. 1 is sometimes met with, while No. 2 is very frequently met with in all countries, even "Vacuum" has met him as is shown by a recent article. No. 3's are numerous, while No. 4 is almost identical with No. 3. Nos. 5 and 6 are in the same line and can be met with on all roads. Nos. 7 and 8 are about on the same plan of my theory about pumping, also No. 13, while 9 and 10 are modifications of them and 11 has a system that is frequently met with and is the man whom all firemen hate to see about as bad as No. 6. One more I have met whom "V." left out. He would pump a good deal like No. 2, with this difference, whenever he pitched over the top of a hill he would pump her as hard as he could un-

til he got her full then shut off and let her go up the hill with a safety-valve screaming until he got her down to one guage of water, then when the fire was light put on his pump full force; result, no steam. All of these things prove that engineers do *not* grow, else why such a difference in practice?

I now have the May advance copy and the thanks of all readers of our department are due to "Vacuum" for his extract from Roper's hand-book about injectors, and I tender him mine, here and now.

And now, "V.," I wish to correct an error you fell into on one of my statements. I did not mean that an engine with a brick arch would burn more coal than without it, but am aware of all the advantages gained by having an arch, but the way our arches are put in here is this: The front is only about ten inches above the grates, while the back end is just a little below the top of the door, so that if you tried to fire with one or two you would hit the arch and build a monument in the middle of fire-box. That is what I meant by saying an engine with a brick arch was very difficult to fire with two scoops of coal. No, I never fired on the A. & P., but traveled over it a couple of times and of course caught on to the bad water. The name of "tarantula" still clings to the Burn-sides, and all consolidation engines of large size was so called at the time I went over the road. They had a great many Santa Fe engines there, some Baldwin's 20x28, some Brooks & Hinkley's 17x26, the larger were dubbed "tarantulas," while the little ones were by some called "centipedes" and by others "creepers."

Now, "C. P. R.," if you do not like to follow my plan of setting an eccentric, you don't need to, but your remarks on that head are uncalled for entirely. As my getting myself around a sheave so far out of place that I don't know what gear I was placed for, I will say that I know enough of the position of my spokes to set my sheaves right and square, which I think is more than a great many can say. You don't wish to accept my figures in proportion. Well, just go to work and prove them wrong by figures and I will give in, but until you do so I shall contend that figures won't lie, and I know that I saw an engine in my experience, which, when her valves were set line and line, she would snatch her train out of any place on the road, and when started you could hook her up in six inches and bowl them along with great comfort to engineer and fireman, very seldom having to drop her more than two notches any place. She was overhauled and given one-eighth-inch lead, and she was no earthly good at all. If you went to hook her up in six inches she would not pull two cars, where before she would pull forty, and as for starting, when you opened the throttle she would

groan and tremble for some time, then, like a lazy boy when called on a cold morning to get out of bed, she would start very slowly with no danger of her taking out a draw-bar, not a bit, and she never was any good until they reduced her lead to one-sixteenth, and then she was not near the engine she was before being overhauled.

"Tallow Pot," you made a mistake; there was no cyclone stirred up at all, it was only a "Norther," blown down here from Hartford and was caught by the warm Gulf wind and returned with the chill taken out of it. I did not put myself up as a judge of Master Mechanics, but attacked "Tallow Pot's" statement about what a certain Master Mechanic would do in a certain case, and I never said at any time that a man should be retained if blamable for a mishap. I said, "if he is blameless." Of course, I did not mean a man should take a sledge hammer and smash his cylinder heads in just for the sake of seeing if he could bring her home that way. But then accidents will happen, and the case I cited was caused by a bovine of the male persuasion disputing the right of way just around a shortcurve with the train coming about thirty miles per hour; of course the engine could not *back out* and the bovine would not. Reversing the engine sent the right cylinder head, which was cracked, out on a flying expedition, while the left one was crushed in by the pilot beam and not a wheel put off the track, but all the same, she went in with no pilot and both front cylinder-heads gone. There was no one to blame but the bovine, and as he lay outside the right of way the officials thought, as he had never been in the employ of the company, that it would be just as well to let the buzzards attend to his case and say nothing to him.

Well, "Vulcan," what difference does it make how many spokes a wheel has? I don't care whether she has seven or fifty, it makes no difference because the go-ahead ought to be just as far back of crank-pin as lack-up is ahead of it, and all you need is to examine the position of the other unless all are slipped, in which case the cylinder-cocks would have to be resorted to, which is the same as valve stem process.

To "W. M. M.," I will say the cause of an engine losing steam with leaky steam-pipes, is, that all steam so leaked out of steam-pipes blows back through flues, thereby deadening the draft, and the result is the same backing up as going ahead.

"F. V. Winters" deserves thanks for his article, and I for one hope he will favor this department with some of the results of debates for the benefit of all readers from time to time.

Eccentric Strap.

THE Grant Locomotive Works at Paterson, N. J., are to be enlarged in all departments.

EAST SAGINAW, MICH., April 23, 1888.

MR. EDITOR:—I see by the May advance sheets that I made a slight mistake in my description of the water brake. I said the pipes enter the steam chest. I should have said exhaust passages in front end. With this correction the description is all right. I am glad to see you are on deck again, "No Name." I had indeed begun to think that "Poly—" had knocked you out. I am inclined to think you are laboring under a false impression about that No. 6 pump. The catalogue and reference book of the Westinghouse Air Brake company for 1886, which is I believe the latest one issued, mentions but three pumps: the standard, the narrow gauge and the eight-inch; they are described by reference to plates. "Plate B. 6" shows the standard, which is used on all standard roads in passenger service; "Plate B 7" shows the eight-inch pump, which was designed especially for freight service; "Plate B 8" shows the narrow-gauge pump, which is used on all narrow gauge roads, and is the same as the standard, except in the arrangement of its air valves. The eight-inch pump is the only one which, under any condition, could pump a larger quantity of air than the steam pressure working it, as it was designed to furnish a large amount of air in a short space of time, and has a much larger steam than air cylinder. I cannot help but think that you are referring to an obsolete catalogue where they might have described the pumps by means of numbers, or else you are taking the plate numbers for numbers of pumps. I think if you investigate the matter more fully you will find some cause for the extraordinary air pressure attained, other than momentum of piston or evaporation of air, that is, if you refer to standard pump described in catalogue by means of "Plate B 6." If you had an eight-inch pump it would be easy enough. Now to show you that your gauge might have easily been out enough to make the difference, I will state an instance that came under my notice some years ago. An engine came out of the shops after receiving a general overhauling; her pop was set at 130 pounds, she soon got the reputation of being an extraordinary good engine; she was doing much better work than other engines of the same class and pulling trains easily where others were doubling; in fact, she was doing so much better work than the others that the M. M. grew suspicious and had her gauge tested and found she was carrying 180 pounds of steam. I have tested the standard pump under the most favorable conditions and with as slick a working pump as ever was put on to an engine and could not get as much air within five pounds as I had steam. In the February number of the *Magazine* "Poly—" gives an example of a

very complicated train order. I want to show something partaking of the other extreme. This order was given about two years ago and was shown me at the time by the conductor receiving it, who said he calculated to preserve it as a curiosity. It is without doubt the shortest train order on record, the order proper consisting of but one word. A wild train having running orders to destination arrived at H— found order board out and received the following order:

C. & E. Eng. 60:

H—

Hurry.

31 C. & C.

O. K. C. & C.

32—

Now, "E. S." you must not allow your hot southern blood to get the better of your judgment. It was not my intention to decry your ability as a fireman. In giving my views on firing I stated that I laid no claim to such ability as you, merely to inform the readers of the Mechanical Department that I did not wish to be considered an authority on that subject. Whenever I take an opposite stand from that taken by you on any subject, I am only exercising my right of free thought, and any statements I may make I am always ready to defend them, not by means of private correspondence, (as suggested by you), but in the columns of the *Magazine*. I like James Russell Lowell's definition of independence:

I honor the man who is ready to sink
Half his present repute for the freedom to think,
And, when he has thought, be his cause strong
or weak.

Will risk t'other half for the freedom to speak;
Caring not for what vengeance the mob has in
store,

Let the mob be the upper ten thousand or lower.

Your statement about the remarkable record you made with that Mogul is misleading. As I take it your object is to instruct new firemen you should be more explicit, there may be some young fellow even now making his maiden trip on the road, who having read your article is animated with the laudible ambition to become as good a fireman as you, and is trying his best to attain somewhere near the same results as you, under conditions that render it wholly impossible for him to do so. Now, I saw nothing remarkable in your feat, except that your grates were plainly visible while the engine was pulling forty-five loads. This was indeed something out of the usual run, and must have been the result of unusual skill. As regards making the run without cleaning your fire, it was not the result of unusual skill, any average fireman could do the same thing. I have on numerous occasions fired a Mogul 140 miles with every car she could pull, and never touched my grates and at the end of the run, I'll guarantee that I could have put all the fire that was in her in the ash pan.

I did not think this was great skill but put the credit where it properly belonged on the coal I was burning. I know and you know that we sometimes get a tank of coal that will burn up clean, leaving no clinkers and very little dirt behind, thus enabling a man to fire his engine close and get the best results with the minimum amount of coal. On the other hand, we sometimes get coal that is very dirty and cannot be burned economically, and no matter how skillful a man may be, his fire will fill up on him and he may have to shake his grates or clean his fire before he has gone twenty-five miles. In regard to the brick arch, in justice to you, I will say (what I should have said in *May Magazine*) that I never fired a diamond stack engine having an arch; my experience in that direction being with extension front end and straight stack, they may work differently in the diamond stack, but the difference was so striking in the straight stack that I could not help thinking it must exist in like proportion in the other. Your article on proper adjustment of petticoat for different makes of engines is an excellent thing, and shows you to be possessed of a capacity for observation of which you have a right to feel proud. I have committed it to memory, for although I have not fired an engine containing a petticoat for some time (and hope I never will again) I consider it a good thing to know. Now, "E. S.," my address is also in the *Magazine* office, and I would be pleased to follow out Mr. Rauch's suggestion and open a private correspondence with you, or any other contributor to this department (but not to verify any statement made in the *Magazine*).

To "W. A. G."—I think the extension front end and brick arch, while not doing everything that was at first claimed for them in the way of burning smoke, go so far toward it as to entitle them to rank as the very best smoke-burning devices yet invented. I would hate to go back to the short front end and diamond stack, it is so nice on a hot summer day to be able to open your front window when both you and the engine are laboring hard without being burnt up with cinders, and I think also that with careful firing they are much more economical on coal, and in cold weather a man need never worry much about his ash pan freezing, if he has an extension front end. I always allow the front end to fill up and then poke the cinders all out in a pile on the first opportunity and place the ash pan over the hot cinders from the front end, it will thaw out in no time at all. There are a great many more points about the extension front end that I consider superior to the old style, but as I have been running along at random for some time, I will have to postpone discussion of its merits until some future time.

Vacuum.

MR. EDITOR:—Among the many good things in the *May Magazine*, "Vacuum's" communication is one of the best, for he gives us a full description of the so-called "water brake," which makes it evident that it is really not a brake, but that it is simply a lubricant to keep the piston and cylinder with the packing moist, and thus save wear and unnecessary friction of those parts. "Vacuum" then gives "Roper's" explanation of the reason why an injector would force water against pressure, and even greater pressure than that by which it is operated. The whole theory as given is, that the volume of steam used, is in its passage reduced by condensation to such an extent as to require but about one-thousandth part of as large an opening to reënter the boiler as the one it left the boiler by. I should be glad indeed to have such a simple explanation of this rather perplexing question, but in the study of hydraulics we are taught that water in motion imparts pressure to the sides of the pipe which conveys it, and if the pipe is contracted or closed at its end a part of the pressure is exerted against the contraction, and it is only the column of water of the same size as the orifice, which can and does exert any pressure on the discharging water. If it were not for this well-known law of hydraulics, I should gladly hail Mr. Roper's theory as a solution of the problem, but as it is, I do not yet see that the question is satisfactorily answered. As I have never fired a locomotive with a fire-arch in it I shall not venture into the argument any further than to suggest that what may suit one locomotive on one road might not suit the same locomotive on some other road, or a different man at the throttle, and that, therefore, no universal rule can be laid down by which to have steam at all times and under all circumstances.

"C. P. R." goes for "E. S." on account of "E. S.'s" method of setting a slipped eccentric by slipping the wheels. I could not see how or why an eccentric previously loose and slipped should right itself under circumstances which it would seem were calculated to make things worse. I think nearly all railroad men agree that lead should be given, but the great point is to determine just how much it ought to be. There is also no doubt whatever that a passenger locomotive should have more lead than the slower motion freight locomotive, and I find that a piece of tin is generally used as indicating the proper amount of lead for a freight locomotive.

"Dick" is again on hand to defend his views, but seems to be getting things somewhat mixed, as per communication from Mr. Wm. Lockwood on the same page (343) of *May Magazine*. Mr. Lockwood has ever located the fulcrum at the rail, and in that regard has never agreed with us.

I have ever held the idea that the fulcrum

of a lever was the point in the lever on which it turned, and I have also several times stated that I called a locomotive a locomotive, even when her wheels do not touch the rail, and firmly believe that the three points of a lever can be readily located then. When a locomotive complete in every detail is put in motion, when the wheels do not touch the rail, the fulcrum is in the centre of the axle, the resistance is the friction in the boxes (or rather on the blocks which would have to be inserted in the place of the oil cellars) and the power is applied at the crank-pin. The simple act of dropping this complete machine on to the rails, does not in any manner change it or the relation of its parts to each other, but it brings in play a fourth point, by which we obtain motion. The contact with the rail would serve to stop the freely revolving wheels until more steam was given, and when sufficient weight is thrown on the rail to prevent slipping, the locomotive moves away, but in reality might be said to be pulling old Mother Earth over, and though under her. In order to make my idea plainer let us suppose that we have a wheel about 100 feet in diameter, or about 314 feet in circumference. Let it have a face of ten feet and on this face let a track be laid. Now let this wheel be set in a pit with its face level with a track leading up to the track, laid on the face of our imaginary wheel. Now run a locomotive on to this wheel and fasten her by chains so that she cannot go ahead, then give her steam and she will turn the wheel in under her, because the wheel will then be easier to turn than the locomotive can run ahead. Again, chain the wheel and the locomotive will move on over the wheel. Now the point of my argument is this, that a locomotive has all the points of the lever complete, when jacked up, and also when in contact with the rail, and that the relation of these parts are not changed at all by the change in contact. The illustration of the wheel turning in under the locomotive will prove this, and this is the principle upon which the locomotive obtains its motion. If the earth were smaller the wheels of a locomotive would pull her around, but as the earth is so large and heavy for the locomotive, the same action of the wheels serve to move the locomotive over the earth.

"Dick" says that friction does not come in to play; if it does not it is the first machine ever invented which eliminated friction, for it is ever present and a change from a small bearing to one twice as large certainly gives more inches of bearing surface, each inch of which will only carry one-half as much pressure, as an inch of surface in one half as large would have to carry. I therefore argue that the increase in the size of the axle, which "Dick" used as an illustration, would detract nothing whatever from the power of

the locomotive. I also say that by gaining speed no power is lost, as "Dick" says it is on page 343 *May Magazine*, for I claim that the increase of speed is an exhibition of power in another direction, and not a loss of power as "Dick" has it.

I certainly do not wish to find fault with "Dick" for locating the fulcrum in the centre of the axle, because I do that myself, but the other points of his lever are wrong and that makes his fulcrum move, which should be at rest, so far as the other parts of the lever are concerned. "Dick" places the weight at the rail, the power at the pin, and the fulcrum at the centre of the axle. With this arrangement of the parts the fulcrum moves, and this proves that it is not a fulcrum, but when we locate the fulcrum in the centre of the axle, the resistance as conveyed to the circumference of the axle by the boxes, the power at the pin and regard the rail as a fourth factor in the case, we have a fully completed machine which does not alter its power with every half-revolution, and become weaker and stronger as the pin is on top or on the bottom, which only has the disadvantages of its dead centres, but even this in a modified form, because we have the two pistons, and when one is at its weakest point the other is at its strongest.

"E. S." explains a palpable mistake in his April correspondence, which I saw too, but which I read as I thought it ought to read—*boxes*—and left it between "E. S." and the printers to decide who had made the mistake.

"E. S." also says the water brake is used to lubricate or wet the valves and piston to prevent cutting. He then gives some good directions as to size and position of draft-pipe, but how would "E. S." manage matters if he were firing on a road where one standard draft pipe is made to be used on six or eight different build of locomotives, with strict orders that no pipe shall be cut off or altered in any way? I fired a man-killer something like the one "E. S." tells about; would have to clean fire (hard coal) five to eight times in a run of ninety-two miles, and be forced to have the blower and injector on at every stop so as to be ready for the next run. This locomotive was completely altered as regards her fire by raising the draft-pipe up one and one-half inches. After that I have fired the same locomotive and never had the poker or slash-bar in the fire during the whole trip and had lots of steam without using the blower.

In the east and north we are not troubled much with bad water, but as a matter of course when you have "bad water" that will not work good with four guages in the boiler, you will have to use but three, or two, or be content to have one. This is what will make the distinction between a good and poor fireman, and also a good and a poor en-

ginger—the ability to adapt himself to the existing circumstances and make the best possible use of them so as to be “boss” of the situation, no matter how bad it may be.

“E. S.” also gives a description of a device to obtain a greater amount of control over the valve motion, by working on the half-notches. All such devices are good, as they will, if properly used, produce results which will benefit both the engineer and fireman, as also the company in whose service they may be employed. “E. S.’s” experience with the injector and pump is only additional evidence of the superiority of the former.

“Tallow Pot” has some comments on “E. S.” and alludes to cyclones, as we have since February 19, the date of “Tallow Pot’s” communication, had an experience of the climatic luxuries which our western boys indulge in. I hope we shall not have a Texas cyclone to add to our blizzard record for 1888.

“T. P.” has a good illustration in answer to “E. T. H.” showing just where the strain comes when a locomotive is worked in full gear back motion.

“T. P.” does not agree with my answer to “Gravity” in the *March Magazine*. I do not desire to have anyone agree with me in that, because I was wrong, but as I have admitted my error, I would advise “T. P.” to look at Mr. E. J. Rauch’s and “F. N. H.’s” articles in April *Magazine*, as they have there given the true answer, which neither I nor “T. P.” hit upon.

“Tallow Pot” attempts to make calculation on the “Member’s” 16x21 cylinder, and starts out by multiplying 16 by 21 instead of 16 by 3.1416 and the product by 21, but that this is only an oversight, is proven by the correct manner in which “T. P.” has solved the problem of the ends of the cylinder, which correspond with the figures I gave on page 268 of April *Magazine*, but the correct figures in the sides and ends will be found on page 267, where I make it a total of 145½ square inches, inside surface, of said cylinder.

If Mr. Rauch says, in October *Magazine*, “that the throw of an eccentric is twice the distance of the difference between the narrow and the broad sides,” it is no doubt the error to which he alludes, for it is very plain to be seen that this distance is twice as much as the distance between the eccentric centre and the centre of the axle. “Tallow Pot” deserves the prize, for I believe he has discovered the long sought for mistake.

“W. A. G.” gives an illustration of an eccentric which deserves attention and would be a good thing to study in a model as by means of it the valve travel could be changed in the easiest possible manner and the effect on the ports noted.

As before stated I have no experience

with arches in fire-box and cannot give “W. A. G.” any points on them, but I do agree with “Dirigo” and “W. A. G.” that the management of the pump or injector and the throttle has as much to do with the steaming of a locomotive as the firing. For instance; some years ago I was firing for an engineer who wanted me to use the blower at times when I considered it unnecessary, as our locomotive was a free steamer and would never fail to stay at 130 pounds with ordinary practice. One day I had cleaned my fire (hard coal burner) while waiting for a train to yass us and filled her up. She was standing at 130 pounds just ready to pop when we were ready to start. The engineer asked me “why I did not put on the blower?” I said, “She is about ready to pop. How much more steam can I get on?” We started out and contrary to his usual custom, the engineer put on the full stroke immediately. The pump was a good one, throwing a big stream, and applied thus on a new fire it reduced the steam pressure to about ninety pounds in running about a mile. The engineer called my attention to the gauge and asked me whether I knew what did it. I answered, “Yes.” But he did not ask me any more questions, for just about that time she began to work water out of the stack, and he was forced to shut the pump off, and before he had got fairly rid of the surplus water, she was up to 130 pounds and ready to pop off. Now, with his usual method he could and would have had 130 pounds all the way, but he wished to show me what he could do—a thing I never doubted—but my time came too, when she got so full that he could not hold it. Now, if this locomotive had not been a free steamer, with a good pump, the advantage he took on a green fire would have remained on his side, and he could have kept her low in steam all the way up the hill, and this is what many engineers actually do. They require full duty from a new fire, reduce their steam pressure, and the more they reduce this the more water and fuel is wasted, and the poorer the reputation of the locomotive or fireman becomes.

“Noname” has mixed me up with some one else, as I have not written anything on the air-brake question, declining to enter the fray between “Poly—” and “Noname.”

In regard to “Paul” on lead, I would say that “Noname” was right in his opinion, that the same rule which increases the lead when hooked up in the forward motion, also holds good to increase the lead as hooked up in the back-up motion.

In answer to “C. P. R.,” I will say that with the ordinary Mogul (three pair of drivers and one pair of wheels in front) the action of the upward thrust of the rod comes about opposite the front driver, and as a consequence but very little weight is shifted

from the truck to the drivers in pulling a train. With two pairs of drivers (American type locomotive) there would be more difference and I am not prepared to contradict "C. P. R." or "E. S." on that kind of a locomotive.

Gauges often get light through a permanent set given to the diaphragm, or to the spring which brings the needle to its bearing, and require adjustment from time to time.

When the steam pipes blow, it is in the front end, and they let steam leak away whenever the throttle is opened. As this steam does no work, except to cause an unnatural draft on the fire, it is just that much clear loss, and that much more steam will have to be generated to keep up the pressure. With a slow steamer a leak will make itself very evident, for if it was just barely possible to keep her hot before the leaking away of the steam, its replacement with cold water will soon show its effect on the pressure. It will make no difference whether she was run backward or forward.

Vulcan.

ARMOURDALE, KAN., April 8, 1888.

MR. EDITOR:—The April number is at hand and I see "1304" wishes some one to say something about how pettycoat pipes should be set, etc. Now I know of no rule by which to set a pettycoat pipe. In the first place they should be set perpendicular, and after this is done they can only be raised and lowered to make them burn the fire level, and in case your engine has a cone that fills the stack full and the Master Mechanic will not put in a smaller one, she will not steam very well, no matter how the pettycoat pipe sets. I think the general rule is to set the pettycoat pipe even with the nozzles, but I find it will not work in all cases. Some railroads have stationary pettycoat pipes in most of their engines, and in case it should be set too high and crooked or too low and crooked, they will not steam and the fireman can't change it, but the Master Mechanic "says it is a good one and it works all right on the 412, and I can't see why it won't work the same on the 359," when, if the fireman could change it just a little, the engine would be the best steaming engine on the road. In such a case the poor fireman works from one week's end to the other under great difficulty, and many times has to shake his grates until the ash-pan is full, and on a fast run he has no time to hoe it out and is set down as a poor fireman. I will just say this, if you have an engine with a fine netting and a big cone in her stack, and big nozzles and a pettycoat pipe set crooked and stationary, and an ash-pan with a fine screen at both ends, and the Master Mechanic won't change these for you, she won't steam with the best fireman in the

world and the best engineer on the right-hand side. I have fired for men who, it seemed to me, took particular pains to start the injector just as I put in a fire and to shut it off on going into a station, which was the cause of no steam while running and a continual pop-off while at the station, which is very annoying to the passengers as well as to the engine men. I will say more about pettycoat pipes when I learn more. My experience is that each one must be regulated to its own engine.

"Eccentric Strap" wants to know what to do in case you should break both bolts in your right go-ahead eccentric. I know of no better way to do, provided you can not substitute the bolts, than to disconnect her and come in on one side. And in case you should break both go-ahead eccentric straps or rods, a good way to do would be to get to a turn-table, if possible, and turn the engine and back her in, as it would be a big job to change the back-up to go-ahead eccentrics, for an engine hardly ever has the necessary tools on her for doing such work, although it could be done, provided the eccentrics were not keyed on but put on with set screws instead.

"Link Block" wishes to know if an engine could be brought in, or if she could be moved both ways with a go-ahead eccentric broken on one side and a back-up on the other. I don't think she could be moved both ways as she would be apt to work against herself. I think to take off the go-ahead on one side and make good the broken one, and then disconnect the broken side and come in on one side would be the better way. I am in search of information and no doubt need a great deal of it, and hope to see these things fully explained by some one.

John W. McCool.

Car Notes.

The Canadian Pacific Railroad expects to build 4,000 freight cars this year.

The Louisville & Nashville Railroad has contracted for 1,000 new freight cars of 60,000 pounds capacity.

The LaFayette Car Works, LaFayette, Ind., have contracted for the building of 3,000 cars so far this year.

The Michigan Car Company, of Detroit, has a contract for 1,250 freight cars for the Eastern Minnesota Railroad.

The Boston & Maine Railroad is having fifteen passenger cars built by Osgood, Bradley & Sons, Worcester, Mass.

The New York, New Haven & Hartford Railroad Company has made arrangements for a considerable increase to its rolling stock, having recently given the Watson car shops an order for ten drawing room cars and thirty day coaches to the Barney Smith manufacturing company of Dayton, Ohio.

MR. EDITOR: The question of full throttle and short cut off, which has been and is still being discussed in these pages, has also sufficient interest to the editor of the *National Car and Locomotive Builder*, to warrant the insertion of a letter from Mr. Geo. H. Baker, an engineer on the Wabash R. R. in which he gives statements of the saving in coal, which he was able to effect by using full throttle and short cut off, in doing the same work which others were doing with a part throttle and longer point of cut off. Mr. Baker saved from forty to fifty tons of coal each month, according to figures taken from the books of the M. M's. office at Springfield. This is theory carried into practice.

Mr. Forney answers a question about this matter in the following manner: "I think that there is no question, that the engine will work more economically with the short cut off and full throttle, than she will with a longer admission and the throttle partly closed, but the difference is not very great."

This is theory without the necessary practice to verify and confirm it, and leaves the advantage to be derived undetermined.

Mr. Sinclair, the able editor of the *National Car and Locomotive Builder*, who has had a practical experience as runner and round-house foreman, speaking from theory reduced to successful practice, in reviewing Mr. Baker's letter says:

Wasteful Engine-Running Practices.

Railroad officers concerned in curtailing operating expenses will find interesting and very suggestive reading in the letter from Mr. George H. Baker, published in another part of this paper. By merely operating his engine in the way that all locomotives ought to be worked, using the steam expansively, as far as practicable, this man, month after month, shows a record varying from 25 to 40 per cent. of fuel saving over other runners. This is a saving of from 25 to 40 per cent. in the item of expenditure most burdensome to railroad companies, and if the stoppage of this unnecessary waste were carried throughout all the locomotives belonging to a large railroad doing heavy business, it would often make the difference between bankruptcy and the paying of dividends. In this day of boasted intelligence of railroad men, it appears outrageous that the average performance of locomotives on a great railroad should be so low that the saving of 40 per cent. were possible of the mere exercise of the intelligence that all the high-paid men concerned were supposed to possess; but it is a melancholy fact that in spite of all that has been said and written of late years urging the necessity for working steam expansively when possible, in spite of the plain explanations so widely broadcast by mechanical publications and other educational mediums, showing the advantages of the practice, the most benighted ignorance continues to prevail on many railroads about everything relating to the economical use of steam. In many cases dense ignorance of what every engine runner ought to know is combined with prejudices no less pernicious in favor of ancient wasteful practice; and men persistently cling to the habits of their fathers, and offer the authority of past methods as an excuse for declining to adopt those of the living present.

For years past the ablest engineering talent in the world has been devoted to the devising of means for improving the steam engine, with the

view of making it do more work with the fuel used, and the locomotive has received a fair share of attention. But what is the use of making expensive steel boilers to carry highly pressed steam, what avails the introduction of improved valve motion to utilize the high tension steam, if the man at the throttle is to be permitted to take half the available energy out of the steam by wire drawing? There is no profit in producing an improved engine if the efforts of mechanical genius and intelligence are to be neutralized by uncontrolled ignorance working the engine, as if a cut-off valve had never been invented.

For years we have been laboring in the missionary work of preaching to railroad men that engineers were more susceptible of improvement than the locomotive; but this kind of proselytizing appears to make slow progress. The men running the engines are grievously to blame for not having a higher conception of their duties towards their employers and for not learning to do their work as it ought to be done; but they are not so much at fault as the responsible officers who neglect to require better service.

Within the last few months we have watched the runners on roads noted for carrying high pressure on their boilers, and found that the steam was throttled regularly to about a quarter of the opening. On questioning the men as to their reasons for this practice, some alleged that their engines did not carry water so well when the throttle was full open, another did not believe in running with a full throttle, because it put too much pressure on the top of the slide valves; a third man found he could regulate the speed better with a half throttle, and a fourth and several others ran with the throttle partly closed because they had always been in the habit of doing so. Small is the benefit that accrues to a railroad company carrying high pressure in the boilers when sentiments of this kind prevail. When high pressure steam is admitted into locomotive cylinders at 10 or 15 per cent. below boiler pressure, as is possible with properly designed steam passages and an open throttle, it is practicable, with a short cut-off, to perform work with economy of steam that closely approaches the performance of a good automatic cut-off engine. The engine when worked in this way will do the work on a measure of steam varying from 3 to 5 pounds per horse-power per hour. When the same engine is in the hands of a man who is so solicitous about the welfare of his slide valves that he habitually keeps only half the boiler pressure upon them, or if she be in the hands of one who imagines that the water rises less by keeping the throttle partly closed, or of any of the other men who entertain conscientious prejudices against letting the steam freely into the cylinders, the work will be done with about 9 or 10 pounds of steam per horse-power per hour. Small skill in figures will suffice to demonstrate the effect on coal consumption of the two ways of operating a locomotive. It reflects strongly upon the responsible officers concerned that the skillful method of operating is not more generally demanded.

There is, on nearly all our well managed railroads, a class of intelligent engineers, mostly young progressive men, who have a proper conception of their duties and not only understand the advantage of using steam expansively, but put it regularly into practice. Yet men of this class seldom receive the encouragement they deserve from those whose business it is to develop and cultivate this enlightened and heat saving way of doing work. Instead of that, the popular man, the man who is the recipient of most favors, is the runner who performs his duty in the most servile manner, and works his engine according to the correct way as handed down by traditions from his grandfather. Is it surprising that fuel bills are so high?

Comments on this plain talk seem to be entirely unnecessary, but it may be well to call attention to the fact that the idea of

waste of fuel is spoken of by Mr. Sinclair in almost the same language previously used in these pages, as *making the difference between bankruptcy and paying dividends*. There is probably no one that likes to have monetary transactions with a bankrupt road, yet how many railroad employes care whether they are contributing to the welfare or ruin of the company they work for? Do we not hear the expression "the company is rich and able to stand it" too frequently used to excuse waste of all kinds? If we wish to be called faithful servants and feel that we deserve to be called so, let us so use our time and knowledge that our employers shall be benefited, and their prosperity will certainly exert a like effect on our welfare.

I see that a recent number of the *American Journal of Railway Appliances* deems Mr. Geo. H. Baker's letter above alluded to of sufficient importance to its readers to warrant the editor in copying it almost entire. According to these thinking men, some of whom have served their time at the scoop and the throttle, the question is one of grave importance and it is fully time for some of our "old-fashion runners," who boast of knowing "how to start and stop them," and draw one hundred dollars a month or over for that service, to learn something else or to find themselves left behind in the race for position, when knowledge and merit shall be the qualifications for promotion to higher or better jobs. It would seem however, that even if no inducement at all were held out to the most deserving, it would or ought to be every man's ambition to be thoroughly posted in every detail of his business, so as to know when he was using the machine in his care to the best advantage, getting the most possible work with the least possible cost for fuel or repairs, and the least possible work for his assistant, and also the most comfort to himself.

Locomotive Notes.

The Union Pacific is having ten locomotives built by the Rhode Island Locomotive Works at Providence.

An interesting article on large tenders to carry a supply of water, appeared in a recent number of the *National Car and Locomotive Builder*. The writer advocated large tenders, because it saved time and often danger which was caused by inadequate or short supply at unexpected points, and cites an instance in which a locomotive hauled a train of six passenger cars ninety miles with one tank of water. This is a great run, and if it could be accomplished regularly much time might be saved.

A press telegram from Chicago says: There are many rumors current about coming developments in regard to the Pullman

Palace Car Company. When sifted down, these point to an intention on the part of the managers to enter the field as providers of motive power, and it is understood that in a few weeks the construction of an immense plant for the manufacture of locomotives will be begun. No details are given beyond the confirmation from the officers of the company, of the statement that they will certainly add the construction of locomotives to their present business.

New Automatic Electric Signal.

Electrical Review.

The Boston & Lowell railroad is experimenting, between the West Somerville and Arlington stations, with an ingenious and novel signal and danger alarm for use previous to its general adoption, provided its operation is satisfactory. The invention consists of a generator of electricity, placed on the engine and connected with the rails by a suitable device to convey the electric current from the generator. In the cab of the engine is a gong or target, which will ring a safety signal if the tracks are all clear, the rails in place and not broken at any place, the switches and draw-bridges all closed and locked, when a train is entering upon a section of the road. Should there be any displacement or obstruction upon the track, the gong will sound a danger signal and a target will appear before the engineer, showing the words "danger slip," and the target will remain at danger until the trouble is removed, or until the entrance is made on the next section, when it returns to safety. At no time can an engineer approach danger except at a distance in which he can stop his train or bring it under perfect control. Another new and important feature in the invention is that all switches and draw-bridges are locked by the train immediately upon entering the section where they exist, and they cannot be opened until the train has passed.

New Method of Bronzing Iron.

American Machinist.

A German technical journal gives the following method of producing a bronze-like surface on iron or steel, which prevents rust: The object to be acted upon must be cleansed, so as to take off all oxidation or other impurity. It is then exposed for two or three minutes to the action of the vapors of a heated mixture of hydrochloric acid and nitric acid in equal portions at a temperature ranging from 550 to 650 Fahr. After the objects have cooled they are to be rubbed over with vaseline, and again heated until the vaseline begins to decompose. This treatment with the vaseline has to be repeated once. Should a lighter coloring than bronze be desired, it can be produced by mixing acetic acid with the other acids.

Woman's Department.

EDITED BY IDA A. HARPER.

HOW TO KEEP A HUSBAND.

In glancing over the papers that came yesterday I notice three articles with the above title, each prescribing a different method. The implication that such advice is necessary is as discreditable to one sex as to the other. It is somewhat a slur upon a woman's intelligence to intimate that she does not know how to retain her husband's affections, and it is an insult to a man's integrity to assume that unless strenuous efforts are put forth he will disregard his marriage obligations. And yet we are constantly compelled to come down from the high moral plane of what ought to be and face the serious problems of what really does exist. We are daily confronted with the deplorable spectacle of husbands and wives going astray and homes broken up or robbed of all that makes them sweet and sacred. It is generally the husband who deserts the fireside. In man the moral nature is not so strong or the spiritual nature so fine as it is in woman; the temptations are immeasurably greater, the penalties infinitely less; the domestic tendency is not so marked among men; the love of children is not so all absorbing; there is not the same subservience to public sentiment; but the principal reasons why the defections are so much more numerous among men is because the world outside of home offers so much more to them than it does to women and because men are in every way so much more independent of the necessity for a home.

Putting out of consideration the natural desire of women for the seclusion and safety of home, their parental love, household pride and all the distinctively womanly qualities, there are still reasons why women cannot be alienated from home as men are. A man can scarcely go a block from his door until he meets the various attractions and diversions enjoyed by his sex, the open and inviting saloon, the card and billiard tables, the hotel lobbies, the cigar-smoking, story-telling, corner loafers. He may remain out every night as late as he chooses without provoking comment, and if he does not wish to go home at all he can always secure a good lodging and no questions asked. He can pay his bills for he carries the pocket book. If he meet with reproaches at home, what does it matter? He soon becomes accustomed to them and, as he is financially independent, his wife cannot curtail his pleasures while he can at any time cut off her

supplies if she assume more authority than he relishes.

Compare this with a woman's situation should she have a disposition to neglect her home. There is scarcely any place where she can go without an escort, nowhere that she is not obliged to have companions of her own sex. All places of entertainment, even the homes of her friends are closed at a reasonable hour and then she is obliged to go to her own roof. She must be constantly on her guard to avoid gossip and if once she fall under public censure she is glad to fly to the shelter of her home. Then if she refuse to regard her husband's wishes he has only to close the pocket book and she is helpless. If at any time she forfeit her claim upon her home she finds at once that there is no respectable place open to receive her. Considering the matter in any point of view, from the highest to the lowest, it will be seen that, from the very nature of things, the number of husbands will always be largely in excess of the number of wives who neglect their homes, and it is much more difficult for wives to hold the allegiance of husbands than *vice versa*. It is home or nothing to a woman; it is home and everything he wants besides to a man.

It is, however, a mistake to suppose that because a man neglects his home he has therefore lost all affection for his wife. Many men work hard to provide comforts for their families and are willing to grant every wish of their wives except the one that they should give her their society since they have deprived her of that of other men. These men would resent the charge that they did not love their wives, but if they confessed the truth would say that, having looked after the material necessities of their families and knowing that everything at home was perfectly safe and secure, they felt at liberty to indulge their own desires which were not for the simple and monotonous pleasure of the fireside. Very few men who frequent the saloons and gaming tables make any pretense of being driven there by unhappy domestic affairs. If they had not so much faith and reliance in their wives they would feel a much greater responsibility and necessity for spending more time with their families. It is a common remark about these men, "How strange that they will do such things when their wives are among the best women in the world." This tendency to go astray is due much more to the natural disposition of the man than to any particular management on the part of the wife.

And yet it is useless to deny that there is a great deal of jarring and discontent among married people which might be avoided by the use of proper tact and judgment and, for the reasons mentioned above and many more, this is more necessary on the part of the wife than of the husband. It requires

a great deal of discretion and diplomacy to deal pleasantly and successfully with our fellowmen. How much more necessary it is to exercise these qualities toward those with whom we must live in the closest companionship and from whom we cannot be separated if we would. It is idle to give arbitrary rules for the management of husbands. What would be successful in one case would be disastrous in another. Each man has his foibles, idiosyncracies, sensibilities and a certain amount of determination, his likes and dislikes, either with or without reason, his tastes peculiar to himself. To regard and to humor all these and yet to retain her own individuality will tax any woman's ingenuity, but the wise woman will make it her lifelong study and in learning to manage her husband will obtain a perfect control over herself, that hardest and most necessary of all lessons.

I often sit at the window and watch the long procession of men going from business at six o'clock and wonder what sort of a reception and home are awaiting each man. Some of the men are erect, well dressed, prosperous in appearance; others shabby, tired and discouraged; some are aged and feeble, too old to work; others young, bright and happy, satisfied with themselves and the world; some with all the nobility and manhood stamped out of their faces by the marks of vice and dissipation; all turned homeward, the day's task finished, to meet wives as characteristically different as the men themselves. It is a well-worn maxim that the wife should always meet her husband with a smile. The good husband, who does his best, whatever that may be, deserves a smiling, cordial welcome; but the wicked, profligate, unfaithful husband has forfeited that right. It is useless for a wife to scold or reproach but it is certainly beneath her dignity as a woman and her self-respect as a wife to treat such a husband with tenderness and affection unless he is making an effort to reform. It is the business of every wife to be a thoroughly competent housekeeper, to be neat in her person and agreeable in her manners, to carry out her husband's wishes as far as possible, to make his home a place of comfort and rest and peace. It is the mistake of many wives to think that in order to do this they must completely obliterate themselves, must sacrifice their own pleasures, have no opinions different from their husband's, make themselves entirely subservient to his will. This is not true. No reasonable man will think less of his wife for having the courage of her convictions even if they are not in accord with his, nor will he object to her enjoying an independence of thought and action equal to his own. This is entirely possible between husband and wife without any conflict or an-

tagonism and is found where there is the most perfect union. A woman stands a much better chance of "keeping her husband" when he regards her as an equal than when he looks upon her as an inferior; and it should be the object of every wife to make herself not only a charming and delightful companion but also an adviser in all matters of mutual interest, a sympathetic counselor in time of trouble, a helpmate mentally and spiritually and a being so necessary to her husband's existence that he will always cling to her as he does to life itself.

DENISON, TEX., March 17, 1888.

To the Editor of Woman's Department:

This morning Irene found upon her table the card of

HOWARD DEBS SELBY,

Born 7 P. M., March 14, 1888.

Another little human bud came to grace this fair world of ours and fill the hearts of his parents with fragrance and beauty as each dainty petal unfolds and discloses new wonders to their sight, and they find not only beauty and fragrance there but bright fancies written in glowing colors far surpassing Titania's brightest dreams. His little life drawing them together with renewed love and filling their hearts with new and delightful hopes of the future, and making life so fair and beautiful that we long to clasp the little fellow up close and tell him how we love him for bringing so much happiness into this glowing, beautiful world, in which there is nothing so beautiful and satisfying as a mother's love for her baby boy, on whom she lavishes the whole wealth of her heart and affections—nothing so binding and true through all the years after when pain and sorrow may come.

This dear little atom of humanity is the son and heir of our gifted and graceful writer, "The Wife of Barnabas" and the equally gifted and matchless "East Line."

Dear Mrs. Barnabas, you have now a greater motive in life, a goal for all ambitions, a bright, sweet center, around which all your hopes and joys may twine, a little monitor to teach you lessons of love and patience, to show you the depths of woman's heart and the deep wells of sorrow, for no one can ever know the true meaning of sorrow until she has sounded the deepest depth of love.

Oh, beautiful babe, with eyes of love! The dearest of all God's gifts to woman! Thou hast been the greatest source of happiness and woe since Eve first said: "Behold, God hath given me a man child!" Blessed Eve, thrice blessed parents of Howard D. Selby. May his life be one bright with fulfilled promise, and glowing with the deeds of brotherly love, kindness and charity for all.

Irene.

To the Editor of Woman's Department:

This is St. Patrick's Day in the morning, and the sons of Erin are celebrating all over the country. Well, let them celebrate. I like to see

people loyal to their country and to their friends. I, too, have a very great notion to celebrate today, not especially for the cause of Erin, but having just received the news of the birth of a son and heir, born to Mr. and Mrs. J. H. Selby, of Terre Haute, on the 14th of this month. I feel very sure the many friends of Mr. and Mrs. Selby will join me in hearty congratulations and sincere wishes on this most important event. May he live long to gladden the hearts of his noble parents.

The Chicago strike has been the chief topic of interest here for the past ten days, but so far as we understand, the coal miners are the persons most seriously affected, as coal cannot be shipped over the E. & I. road while this state of affairs lasts. That there is some person or persons to blame for all this trouble is an assured fact. God pity those on whom falls the responsibility when the great day of reckoning shall come.

Some of the O. & M. boys are talking of going to China. We should be very sorry to lose those familiar faces, for

'Tis many long years since we watched them
go by
And it's many kind words they have spoken,
And daily I would note were they all in their
place
And pray that their ranks be unbroken,
And I have said as I saw them pass by with their
load:
God bless the dear boys of the O. & M. road.

The boys of the O. & M. are loyal true friends and good natured, good principled men. Not one craft more than another. I speak of them now in general, and speak what I know to be true, so in my opinion they would better stick to the O. & M. and send the men who were so ready to take the place of the striking firemen at the C., B. & Q. to China or some other far off country. Why is it men are so ready to take the places of those fighting for their rights? Do they not understand it is for their own benefit as well as the others to help them gain the conflict, and it is a question of bread and butter which is involved? I hope to see the day when all laboring men will firmly unite together in a just cause and not lower themselves by working in the places of men who are struggling for rights and justice.

I understand Harry Hadley amused himself with a go as you please toboggan slide, *ala* Banta lately. Harry says he can't understand how folks up east see so much fun in toboggan slide. Well, Harry, they don't go on the same plan as you did. Up east they use sleds and descend gradually, while you plunged headlong—no we mean *foot-long*—off the engine, with nothing underneath but pantaloons, and rumor says you didn't have but a fragment of them left on the return trip. Kansas is far behind in the slide business, if that's how they start.

I admire the poem by Geo. W. Hall, Stanberry, Mo., very much indeed, and have been trying for quite a while to find out how to welcome Shandy Maguire without inciting his sarcasm, for his pen is the sharpest weapon we have encountered yet, but we really and truly admire Shandy's

poems, though these few words may bring down on our innocent shoulders a whole column of verses. With good wishes to all, I will bring this to a close. As ever,

Mrs. Henry B. Jones,
Editress Brakemen's Journal.

WASHINGTON, IND.

[Here's balm for you, Shandy.—ED.]

PROVIDENCE HOUSE,
WEST COWES, ISLE-OF-WIGHT, April 1, 1888. }

Dear Mrs. Harper:

It is now some months since a copy of the *Firemen's Magazine* has reached me. Either they have gone astray in transit through the post or my brother has failed to send them. Hence I am behind the times and feel quite isolated, and in despair have been reading up old copies of the dear little *Magazine*, and, if possible, find them more interesting than ever.

We have had a long and very severe winter here, and there has been much distress owing to slackness of trade. Usually we have very mild weather in our little island, but this winter has been exceptionally severe.

Cowes is a lively little place during the season, which is a very short one. The season proper really only lasts a fortnight, and is a very trying time to the hotel people and lodging-house-keepers. The winter months would pass drearily enough if one had no home interests. Recently all communication with the mainland was cut off, owing to the heavy sea fog which prevailed and prevented steamers from crossing. The fog lasted four whole days, and nearly a hundred passengers were kept unwilling prisoners during that time. There was a Masonic banquet fixed, and the cook and provisions at Southampton wasting the sweetness of the latter and exhausting the patience of the former, to say nothing of the anxiety of the brethren lest their "feed" should be lost—guests and provisions alike being held by stress of weather—but luckily on the very day of the feast the fates were propitious. The cook got smuggled across in a small launch, and the banquet was a complete success.

My letter seems of formidable length. I had intended telling you about the queen's residence, etc., but it's really time to come to a full stop. May I, before closing, take this opportunity of thanking the members of Cactus Lodge for their kindness to my brother? He was ill and in great trouble, and they afforded him liberal help and sympathy, and I am deeply grateful and shall always love and esteem the B. L. F. for their sakes.

I am longing to see another copy of the *Magazine*, and shall really have to become a subscriber if my brother does not soon send them. With kind wishes, I am very truly yours,

C. A. Freel.

[We ask as a favor to the Woman's Department that "my brother" send the *Magazine* regularly to our interesting correspondent.—ED.]

CONGRATULATIONS.

[Born to Mr. and Mrs. J. H. Selby, of Terre Haute, on March 14th, 1888, a son, Howard Debs Selby.]

God bless this little stranger,
And on him set His seal,
Shall be our constant prayer
As daily down we kneel.

We have long watched for the coming
Of this little angel boy,
And the news of his arrival
Has filled our hearts with joy.

God keep and bless the mother,
And may she realize
The gift that just was sent her
Is heaven's most precious prize.

And the proud and happy father,
Who loves his darling son,
May he find his every hope fulfilled
In this lovely little one.

We congratulate the grandma,
And the dear old grandpa too;
For we know the birth of this dear babe
Has given them pleasures new.

We congratulate the many aunts,
The uncles and the cousins,
And I'm sure the friends that join with me
Are numbered by the dozens.

Long life, good health and happiness
To Howard, dear, be given.
May his life on earth credentials bear
For a final home in heaven.

Mrs. Henry B. Jones.

WASHINGTON, IND.

SEDALIA, MO., January 24, 1888,

To the Editor of *Woman's Department*:

As I have been a constant and interested reader of your valuable *Magazine*, I would say a few words for our industrious Order, which has enrolled on her books the names of eighty-one good noble boys and all in good standing. The Lodge at present is in a flourishing condition, and the boys are all happy over the recent "ball" they gave under the auspices of the B. of L. F., which was a grand success and enjoyed by all. I must say again we have a noble Order here, and all sober, industrious and upright members, who always attend meetings when here so they can. They have a beautiful hall, nicely carpeted and in a suitable part of the city, where all can attend meetings when in. May the future crown one and all with prosperity and health.

"Short Run."

CENTERVILLE, IOWA, January 27, 1888.

Editor *Woman's Department*:

As I have never seen any communication from this place I thought I would say a few words for our boys as they certainly deserve mention. Our Master Mechanic is Mr. W. Augustus, who always does as he would be done by. All the boys like him very much. The B. of L. F. hold their Lodge in Keokuk. I believe every fireman on our little road is a Brotherhood man. If my feeble attempt reposes not in the waste basket I may try again, as I am a fireman's wife and like to hear about the boys from others, and hope vice versa.

Centerville.

ALBANY, N. Y., January 31, 1888.

To the Editor of *Woman's Department*:

I thank the sisters for their kind advice in regard to the lunch pail, also the number of receipts. I saw in last month's *Magazine* a receipt for baking beans. Now, my Boston baked beans are one of my husband's favorite dishes; he always relishes them when up the road. I take one quart of white beans, soak over night in cold water, then drain and wash them, and cover them with cold water, place on the stove to scald; when they boil up once, remove, drain and wash them; then place them in a stone jar and one pound of pork, one quarter of cup of molasses, and cover with cold water, set in oven to bake. As soon as they brown over, cover air-tight and bake slowly for twenty-four hours, adding water once in a while to keep them moist; they are good cold and warm. Now, I would like to say if any of the sisters wish some handsome patterns of crocheting I have some excellent ones that I will exchange for different ones, if they will, if they will send them to Mrs. Veronica H——, Albany, N. Y. With best wishes to the Brotherhood, I remain,

Sincerely yours,

Veronica.

JONESBORO, ARK., February 3, 1888.

Editor *Woman's Department*:

I have much enjoyed looking over the columns of the *B. of L. F. Magazine*, for the last six months, and have noticed many items from several of the ladies. But as I have never yet seen anything about Cotton Belt Lodge, No. 204, a few words will doubtly encourage the members who are all worthy men, and strive manfully to carry out the principle set forth to them. I am truly glad to say my husband is a member of the noble Order, for I think the Brotherhood is composed of the bravest and best men. The B. of L. F. is a society whose objects are manifold, and they are also grand and Christian-like in their character and protection of the widow and the fatherless. Our good looking *Secretary*, has chosen for a better-half, one of the belles of our town, and settled down for life. Wishing the B. of L. F. success and prosperity,

An Engineer's Wife.

BAIRD, CALLAHAN CO., TEX., Jan. 21, 1888.

To the Editor of *Woman's Department*:

Being a reader of *Firemen's Magazine*, I am going to say a few good words for the brothers of the Lodge. R. J. Bible cuts a fine figure sailing around with the girls. Dennis Ryan, I will not forget him, he is a good true brother of the Lodge. And here comes our little Ed. Lynes, he is on the right-hand side with care. I must not forget W. L. Simpson, we girls are so sorry he is married, he is just lovely. And then there is George Smith, poor George, he is always getting into trouble, but he is married, so we don't count him. There are a good many more nice brothers. Will tell about them next time.

Truly,

A Brother's Sister.

CONGRATULATIONS.

To Mrs. Selby on the Occasion of the Birth of Her Son, with the Writer's Best Wishes:

A rare priceless gem straight from heaven was
sent
To thy home. Now thy longing heart must be
content.
Though tardy its advent, yet in God's own good
time
His angel of love brought this gift most divine.

Experience alone can fathom the depths
Of a fond mother's gratitude for this gift above
wealth.
What an ocean of love its sweet presence conveys
To the home where true happiness and concord
prevails.

May this fair bud of promise prove a comfort
and joy
To the parents who love him, their darling,
their boy,
And if spared by kind heaven manhood's years
to attain,
Choose the path that leads onward to honor and
fame.

—Mrs. C. S. Miller.

[The Woman's Department also extends congratulations to Mr. and Mrs. Selby. The mother, while Miss Jennie Debs, gave many years of faithful and efficient service to the *Magazine* and the Brotherhood. She carries into her home the same qualities which made her labors so valuable in the office, judgment, accuracy, industry, patience, executive ability, qualifications just as essential to the management of domestic affairs as to any other occupation. Fortunate the man that marries a woman who has had a business training and who, having earned money, knows the value of it. As soon as the novelty of the new baby has worn off a little, we shall expect a series of articles from the mamma on "The Training of Children."]

MOBERLY, Mo., January 4, 1888.

To Woman's Department:

I have just been reading the *Magazine* and know the boys always like a big full lunch basket. I have put up lots of them, and if your husband likes something sweet, I'll tell you what to bake. Sugar pie for instance; make a nice rich crust, line the pie tin and cut off, then put a layer of flour, then a layer of sugar (not too heavy) until you get it an inch thick; then put cross pieces of crust on top, grate some nutmeg in and put four tablespoonful of cream or milk and a few drops of essence of cinnamon and bake a nice brown. Then you will have a nice pie. I will give you a nice jelly roll; it is quickly baked. Take a coffee cup of white sugar and three eggs, beat well, then put a cup of flour and just a little pinch of soda or baking powder. Don't grease the pan, only rub it good; bake in a quick oven. When baked a nice brown take out and spread with jelly and roll up. You will find it nice. If you try these and want some more I can give you splendid cake receipts which I have tried and know are good.

Yours truly,
Fireman's Sister.

CLEVELAND, OHIO, December 24, 1887.

To Woman's Department:

Last night was "the night" in the annals of Forest City Lodge, B. of L. F., it being the occasion of their seventh annual ball, held at Rhodes' Hall.

To say it was a success, socially, but feebly expresses it. Everybody wore their best clothes and smiles, the floor was in splendid condition, the music good and the dances short and sweet. What more could mortals ask?

The master of ceremonies was ex-Master J. Saunders, and he seemed eminently fitted to fill such a ceremonious position. The floor managers were F. P. Smith, J. F. Tousley, J. Manning, C. A. Flood, W. H. Prosser and J. F. Bennett. All thanks are due these gentlemen as they spared no pains in making guests acquainted and hunted up partners for wall flowers with great energy and good nature. We beg pardon for using the term "wall flowers," as maybe they only came to "look on."

Especial mention must be made of Floor Manager J. F. Tousley, who was so zealous in his endeavor to do his duty, that he even took the debating chair, and was found in one corner earnestly trying to impress upon the mind of one sweet, fair-haired girl the "superiority of the lords of creation over all womankind." The last we heard, the weaker side seemed to have the best of the argument.

In the course of the evening ex-Master Saunders was presented with a handsome gold watch chain, from the members of Lodge 10, B. of L. F., as a small token of their regard and esteem. Master Buse made the presentation speech and although Bro. Saunders was greatly surprised, he managed to respond and in a few words thanked the members of Lodge 10 for their great kindness and assured them he would wear the chain with much pleasure.

At 12 o'clock a grand march was formed and to the strains of a soul-inspiring march, we filed into the banquet hall and sat down to well-filled tables. After supper dancing was resumed and continued until 4 A. M., when we all went home unanimously agreeing that we had had a good time, and anxiously asking, "When are they going to give another?" I sign myself,

Yours truly,
K. C. L.

ELKHART, IND., January 22, 1888.

To Woman's Department:

I have just been looking over the January number of the *Magazine*, but saw nothing in it from Elkhart. Why don't some of the ladies in Elkhart write something for the Woman's Department. I'll not say anything against the poor railroad men, for they are kept on the road the greater part of the time, but I do think the ladies might write something, to let outsiders know that Prospect Lodge is not dead, but on the contrary, is in a flourishing condition.

How much I admire "Eveline's" letter, I cannot express. I think she is just right, where she tells wives and sweethearts how to make happy

homes. She shows the character of a woman that I would call a "true heroine," for what is more noble than sacrifice? For my part, I can't see how a wife can meet her husband with a frown on her face and a complaint ready for him the minute he closes the door, instead of trying to make everything look cheerful, and thank God that he is safe "once more." I think that of two-thirds of the men that frequent saloons, if the true reason was found out why they did so, we would find, it's because they have no one to love them, no one to give them good advice, and no one to help them out of any difficulty they may get into. You know few men ever try to drown their troubles in water. As I have lived but a short time in Elkhart, I cannot tell you anything in particular about the "boys," but judging from appearance, they are a noble class of men, as are all railroad men, and may God guide, and take care of each and every one of them during this year, is the sincere prayer and wish of
Shamrock.

HALLSTEAD, PA., January 29th, 1888.

To Woman's Department:

I am a constant reader of the *Fireman's Magazine*, and am interested in their good and welfare. In reading the letters from the various places I see there are none from Hallstead to represent the Ladies' Department. Therefore, I take the liberty of representing the ladies of Lackawanna Lodge, No. 283, knowing that the kind mothers, sisters and loving sweethearts are just as proud of their boys as any others can be throughout the land, and would like the others to know, north, south, east and west of us that we are not asleep, but just as wide awake to the interests of our railroad boys as those who have written before us. I know these men who compose the membership of Lackawanna Lodge, No. 283, are men whose hearts are open to all that is good and noble, to provide for us loved ones in life so that when death or accident overtakes them they can say "well done thou good and faithful servant." Bro. Sargent can testify to this from the visit he tendered the boys on the 10th of the month. We only wish Bro. Sargent could have staid longer and given the mothers, sisters and loving sweethearts a chance to view his genial countenance before returning to the far west, for we hear so much about him since his departure, but previous to his arrival, and while here, we could hear nor see nothing for the reason he was monopolized by certain parties. Now, Bro. Sargent, one word with you, should you ever chance to call at Hallstead again in the near future I trust you will pay the Ladies' Lodge a visit, as you can see by last month's *Magazine* that we are trying our utmost to help our boys of Lackawanna Lodge, No. 283, along in the noble cause of our Brotherhood, yet our Lodge is young and in its infancy, with only enough to fill the different offices, but we have many applicants, and especially the young ladies, who are more than anxious to assist the boys in making Lackawanna Lodge, No. 283, as fine as any in the land.

Now, trusting this will appear for the first time, I will try to do better with my next, and would like to see the Woman's Department well represented each month. Surely there are few Brotherhood men who have not a mother, sister or sweetheart who can write a few words of interest and thereby greatly aid the boys in their noble cause. Wishing Lackawanna Lodge, No. 283, success upon all occasions and the whole Brotherhood at large, I remain yours sincerely,
A Fireman's Sweetheart.

NEW ALBANY, IND., January 29, 1888.

To Woman's Department:

Seeing no one else has the courage to write for the *Magazine*, I venture to say a word in behalf of "281." The brothers seem to be very quiet about their work. As far as I can learn, they are flourishing still, and climbing toward the top. "Jackie" C., Magazine Agent and Trustee, is rattling around among the boys, and is just the fellow (with his bright face and witticisms) to bring "the boys" to taw. I think the *Magazine* is worthy the perusal of any person, no matter how high his position. It is read with great pleasure in our household. I would like to know why some of the other brother's wives have not written? It seems as if they were very busy to have no time to say a few words for their husband and his brothers. Would like to see the ladies' society organized in our city; though, from the noise they are making, there would be very few to join it. I, for one, am in favor of such an organization. My letter is getting to long, will quickly quit.
R. E. S.

SONG—"APRIL FIRST."

TUNE: "The half has never been told."

MUSIC: *By the Engineer and Fireman, later.*

Only an engineer brave,
 Only his fireman bold,
 But of all their beautiful story
 The half has only been told.

Chorus.

The half has only been told;
 The half has only been told,
 That fireman's and engineer's story.
 Only half has ever been told.

'Twas only one morning so early—
 Reluctantly started to work.
 Faces so worn and so weary,
 Oh wouldn't they just like to shirk.

Chorus.

'Twas cruel and wicked to send them,
 But oh, we thought we would burst
 When they started to do that switching,
 It was only April the first.

Chorus.

So if you should see them this morning
 Don't ask them the story to tell,
 For its only a year since it happened,
 They'll consign you right straight to—well—

Chorus.

Please, boys, all join in the chorus.
 BOSTON, MASS., April 1, 1888.

SPRINGFIELD, ILLS, March 5, 1888.

To Woman's Department:

In writing a letter for the *Magazine*, I hardly know how to commence it. For, of course, it is for the wives, mothers and friends of the Brotherhood men to read (if they deem it worthy their notice). They, in writing to each other and speaking of their members, say brother. Then why should we hesitate to say sister. Surely if they respect and love each other enough to say brother, we ought to follow the example, and say sister. It is not a bad "habit." In looking over the *Magazine* to-day I see the B. of L. F. have 379 Lodges; Ladies' Societies, eight. What is the cause of there being so few, among so many thousand ladies? True, a society like these can never do the vast amount of good the Brotherhood has done for each other all over the land. Their Order does other good deeds besides helping along financially. Their meeting together enlightens them. They learn, it is their guide. They are made better and kinder by meeting each other. They have an aim in life. They are not blown and whirled about by the world, for they have a strong and mighty tower to cling to—their motto. Their paths are not all roses, as some people think, for they are pricked by many a thorn while gathering the flowers. They meet on Lodge days to attend to Lodge business. That is always a happy day for them. Many go worried and vexed by the trials and crosses of this life; return more cheerful and encouraged by some word spoken. So we make the best of ourselves and surroundings. It has done much for the temperance cause, and there is room to do more.

Well, I have said enough about the men. If they have done so much for one another why shouldn't we try to do some good in that line?

We will not ask the men for much money. What we need is more sociability, and to use our influences to help each other. If they are encouraged by a word, would not it help us? We, too, have our difficulties. We appreciate the comfort we get from our husbands, or brothers, as it may be. But a word of comfort and courage from a woman is better than all a man can say. A woman with a kind and generous heart can understand us better.

I do not intend for you to think that I consider it right to discuss our home affairs, but to give our opinions, and learn what we can do to make home pleasant and others around us happier. Many ladies have too many duties to do to think of such a thing. (They only think so.) Some have little ones to care for, while many of us have plenty of spare time that we could spend profitably in that way. We would not spend so many lonely hours if we would do more to help others.

We have no Ladies' Society B. of L. F. here in Springfield. The ladies of B. of L. E. have a Society.

There are enough ladies, wives of No. 46's members, for a good Society, and it would be a great help to us all. Why not help to lighten

the burden of some poor heart? I don't think it right, because some one is a mother she must be excluded from anything that will benefit her or her children. I think a mother, especially, should gain all the knowledge she can, to teach her children as much as she can herself. They will always remember what mother taught them.

If I don't bring my letter to a close soon, I will imagine I hear some one slip behind me and say "Chestnuts!" but my "Fireman" is out on the road to-night, and I will not hear him say it. This is my first attempt. Hoping the ladies of No. 46 will see what we can do.

A Fireman's Wife.

P. S.—I will send receipt for jelly pie, when baked properly very nice for lunch-pail: One cup jelly, two eggs, half cup butter, half cup sugar; beat well before adding the eggs; bake with one crust only: flavor to suit taste.

SAN FRANCISCO, February 23, 1888.

To Woman's Department:

In looking over the *Magazine* of the February number, I was much pleased with the editress' remarks where she invites us to come and reason together. I think the remarks well worthy our consideration, especially on the dreaded waste basket, Lodges and tiresome blessings, etc. I think as she does, let the Lodges and members take care of themselves, as I find from general observation, in most Lodges, where women are excluded, the members think they are able to run their own affairs, but one thing I have noticed, whenever an entertainment is talked of, and refreshments required for the good of the inner man, then they look to the ladies for aid, so you see we are indispensable articles after all. There is a Lodge here at the Mission, but to tell the truth, I do not know its name or number. I know this much, it has one regular attendant, and that is brother Will. It certainly must be a very entertaining Lodge as he spends two and three evenings of each week there, or that is the excuse given for remaining out after 10 o'clock, but hope he will pardon me when I say sometimes I am almost inclined to believe the Lodge he attends so regularly is composed of but two official members and I suggest that he find some other excuse; for, using the editress' words, "that's getting very chestnuttty."

As so few pages are given to the Woman's Department it was a wise suggestion to fill its pages with thoughts and ideas that would be a benefit to us personally. Turn to the first pages of the *Magazine* and it is devoted to science, gravitation and illustrations which give new thoughts and ideas by which all railroad men may be benefited; why not we give suggestions which would be beneficial to us in our own household duties? Let us try. And now, Mrs. Editress, just one word to you: privately, the waste basket has no fear for me, but will you promise me faithfully you won't let that dreadful Shandy Maguire write me up in his usual poetical style? I am a great lover of poetry but have never aspired to

have myself the theme of the muses, but should my humble effort escape his argus-eye on this occasion, you may expect to hear from me again.

Mrs. M.

[We must allow Shandy the privilege of free speech but the sisters may talk back as much as they please and there is no doubt but that they will have "the last word." —Ed.]

ST. PAUL, MINN., May 30, 1888.

To Woman's Department:

In looking over the January *Magazine* I did not see a word from our Lodge (61), and thought I would send my little mite, be it ever so small. The boys gave their eleventh annual ball, in Market Hall, on the 18th inst. About 9:30 P. M., the strains of music from the Metropolitan band filled the hall, to which many of the firemen, with their wives, sisters and sweet hearts, of course, marched. Twelve dances were on the programme before 12 o'clock, when they all repaired to the Market and Dairy restaurants for supper, after which dancing was resumed until 3 o'clock the morning of the 19th. One of the most amusing sights of the evening was, Mr. McGuire (a Con.) going to supper with a red muffler tied over his head. The hall was beautifully decorated with lanterns, head-lights and an engine. Who was it went across the street from the Dairy? Don't deny it, you were seen. The Brotherhood of Lodge 61, is deeply indebted to A. E. Carle, for the interest he took in performing the duties of manager. He spared neither time, labor, nor expense.

By the way, "Long," I understand the "Prince Albert" is for the coming occasion! Now, that is not fair for you to go back East and leave the St. Paul girls to break their hearts!

For some time before the ball there was much uneasiness among the boys on account of the supposed illness of Billy Lowe. The night of the ball we were agreeably surprised by seeing him in the hall. Of course, he would not disappoint the young lady who was kind enough to honor him with her company that night. That is right, Billy, never break your word in small or more important matters. If you always follow this advice, you will never be the cause of a broken heart.

I think "An Engineer's Wife," in January number, shows true womanly feeling toward the boys who go out at all hours of the day and night without a murmur. Think if their lady friends would take more interest in them, they would think their burdens much lighter.

I am sorry to chronicle the death of Mabel, the little daughter of brother and Mrs. Leer.

Why don't some more of our ladies write for the *Magazine*? We cannot expect the poor, tired firemen, after coming in sleepy and exhausted, to do it. With best wishes to the Brotherhood, Woman's Department, and *Magazine*, I close with the desire to hear from more of our ladies soon. God bless and protect the railroad man, is the wish of a

Lady Friend.

CAPE VINCENT, N. Y., March 12, 1888.

To Woman's Department:

I am not one of the "wives, mothers and sweet-hearts;" but, like one of old, "only a teacher of little children."

I would like to say a word to the mothers, if I may.

When the happy little faces are before me, with their bright little eyes looking up into my own, and they listen with such simple faith to all I tell them, I almost tremble at the words, "Whosoever offendeth one of these little ones."

But it is painful to notice how soon some of these little children, who should be so pure and innocent, learn to speak untruthful words and express evil thoughts.

Sometimes, in thought, I try to follow them home, and through the hours of the day when they are not in the school-room. I see such a difference in the home life in the different homes. In some the Heavenly Father is spoken of lightly, if at all; harsh, impatient words are used in hearing of children, and often they are hurried "out of the way" to meet the influence of the street.

Somewhere I have read the rule, to read some beautiful, helpful thought before going to sleep, and then recall it on waking. If some beautiful thought could be put into each little mind at the close of the day, when the restless limbs are tired and the little hearts are tender, who knows what a harvest of beautiful lives might be the result?

I think the sweetest memory of my childhood, and the one that has strengthened my faith the most, is the memory of "going to sleep." Rocking backward and forward, held close in the arms that meant to me all the world of comfort, love and protection, I drank in delicious music in the strains of

"There is a Happy Land."

"Jesus, lover of my soul,

"Let me to Thy bosom fly," etc.

Those dear old hymns, with the Bible stories and good-night kiss, taught me more of God's love and a heavenly home than all the books I have ever read, or all the sermons I have ever heard.

Nellie Stata.

[There is much in this letter to awaken thought among mothers.—Ed.]

MY SENTIMENTS.

[To the Reply "To My Husband."]

My dear Mr. Maguire, allow me to apprise you with my idea on your reply "To My Husband." Now I would suggest that I can't agree with you on your reply, for I have a husband who to me is very dear, and not many half so good as he. To me you have not a very excellent idea of your sex, for surely there is none as you represent. I know the old story of "as good fish in the sea as ever were caught," but alone in their hearts there is none so dear as the old one they know about.

Mrs. I. D.

ST. JOSEPH, MO., Feb. 19, 1888.

[Ah, there, Shandy.—Ed.]

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

JUNE, 1888.

GREAT BEND, PA., April 20, 1888.

Mr. Editor :

Although I am not a member of that noble Order, the B. of L. F., I derive a great deal of pleasure in reading the *Magazine* for which I subscribed at the beginning of the year. I wish I might grasp your hand on your article on "Federation," for "them's my sentiments" exactly, and I believe it to be the only right way for railroad employes to obtain what is right and just. We all know that railroad men are the poorest paid and receive the least consideration for the work done and the dangers encountered than any class of laboring men. How foolish it is to see the different railroad organizations of this country pitted against each other, each claiming to be the "salt of the earth," when in reality all are essential parts of the great machinery that moves our great commerce across the country. There would be as much sense in the whistle of a locomotive saying to the driving wheels, "I will not work with you, for you are beneath me," as there is in one organization saying to another, "We are holier than thou and do not wish to associate with you for fear your presence will contaminate the very air we breathe." I think the day is not far distant when we will see the different railroad organizations of this country in a measure consolidated, and not until this is done, will railroad men wield an influence that will bring corporations to their senses and cause them to realize that there is some one on God's green earth besides themselves. Lackawanna Lodge, No. 283, of this place, is composed of as many a lot of fellows as you will find in many a day's travel, and are men who are an honor to any society which is so fortunate as to have their names enrolled upon its list. Their officers are a stirring energetic set of men, and I predict for No. 283 a prosperous future.

Zib.

[The writer of the foregoing thoughtful communication is an honored member of the O. R. C., in which there are thousands who

comprehend fully the importance of unity of effort on the part of railroad fraternities to secure justice at the hands of employers. We hail with special pleasure the auspicious signs of the times indicative of a growth of healthy ideas upon a subject or vital importance to railroad brotherhoods.—ED. MAGAZINE.]

GALVESTON, TEX., February 27, 1887.

Mr. Editor :

The mission of my pen at this time is one to which it is not accustomed, and one which the writer hopes may never, become accustomed, as it is one of those soul-harrowing scenes sometimes met with on all railroads.

The wreck occurred just twenty miles from here, a quarter of a mile south of Halls station, on the Santa Fe, Friday night, November 18th, last.

The 18th dawned a dreary, foggy day; the fog being so intense that it gathered on clothes just like spray, and objects were very dimly outlined at 150 yards. As evening drew on, the fog seemed to become more dense and felt as if it were settling down like a pall over the face of the earth.

About the middle of the afternoon, it was discovered that an engine must be sent to Duke, forty-four miles from here, to bring in a train of eleven cars of water, as they could not send out a freight train until water was brought. Engine 19, one of the night express (commonly called the cannon ball) engines, was selected and a crew sent for to go after water. The lot fell to Bro. James Hitchcock, of Midland Lodge, No. 147, a young runner of some five months experience, all of which had been put in on other divisions from this one. He had been here but a few days, and had only made one trip on this division at the time. His companion on this ill-fated trip, was a youth of 18 years by name of Alex. Compton, a genial, happy-natured boy, who was at all times the life of the society he happened to be with. He was employed as a wiper and fired for the hostler in taking passenger trains to and from the depot, a distance of one and one-fourth miles. He had made quite a number of trips on the road on freight and proved himself to be an apt and skillful fireman, well-liked by all for whom he fired.

When the caller came for him and waked him up, his mother, a widowed lady, begged him to stay at home and not go out on the engine. He was her youngest child, the other children had all married, and he was her all. But to all her entreaties he said, "no, mamma, I cannot refuse to go, they have come for me and I must go." As the day was far advanced she urged him to at least wait until she could have supper ready, but he again spoke up and said, "No, mamma, I cannot stay so long, they have the engine out of the house and besides, dear mamma, I am not going far and will be back soon; so keep my supper warm, for me and don't worry about me, mamma." So saying he tripped away humming some tune and turned to wave a last farewell kiss to

mother and sister, calling back again to keep his supper warm; the next moment he vanished in the ever-thickening fog. He and Bro. Hitchcock found that they must go to Duke's, fifteen miles farther than either anticipated. As they started on their return night had set in more dreary even than the day had been, yet on they sped, through the darkness and fog, determined to bring water to Galveston as soon as possible.

The water train was run without a conductor, and as Bro. Hitchcock started for Galveston, with orders against freight trains 45 and 47, the agent asked him how far he intended to go for them (he had reference to train No. 3, leaving Galveston at 9:05 P. M.) Bro. Hitchcock said, "as far as I can," and subsequent events seem to indicate that he had reference to train No. 2 meeting No. 3 at Alvin, twenty-nine miles from Galveston, and arriving at Galveston at 11:30 P. M.; so on he sped, the noble engine was fairly flying the fog, intent on reaching Galveston ahead of No. 2, through Alvin at the rate of more than forty miles per hour, yet the speed is not great enough. At 9:52 he passed through Alvin; at 10:01 No. 3 was due at Hall's, eight miles south of Alvin. At 10:03 Bro. Hitchcock whistled for Halls and without slackening speed rushed on one-fourth of a mile, and then—God above! What a sight. Wood and iron were as nothing but straw.

Train No. 3 had departed on time, and at Virginia Point, seven miles out, was detained by a freight for ten minutes, then having twenty-two miles to go to make meeting point with No. 2 and only thirty-one minutes to do it in. Engineer Hussey let the 18 go for all she was worth, Bro. Harriet firing for him. The 18 was making fifty miles an hour, Hitchcock station was passed and Mike pulled her out a little more. On she sped through the fog, two engineers going along as hard as they could run their engines, neither saw the grinning skeleton head of King Death who was on the rail that night. Neither were aware of that presence greater than they, and yet there he stood on the 19's deck; so soon, oh! so soon, to stretch forth his hand to grasp his victims, so soon to bring mourning and desolation to two homes, and many weary months of suffering to three others, so soon to drape the charter of one of our Lodges in mourning for one of the most upright, faithful members of the Order, yet on they sped, coming together with a combined force of one hundred miles per hour, yet neither was the wiser. The impenetrable fog shut out the headlights from each other. Engineer M. Hussey now raises his hand to grasp the whistle lever to sound his whistle for Halls. He is only two minutes late now, and can make that in the other eight and one-fourth miles. Before his hand reaches the whistle lever though, the ever vigilant Mike sees a speck of light ahead, at first no larger than a firefly, it expands out in an instant, and with an ejaculation, "My God, a head-light!" his hand comes down to the air-barke handle, in an instant the brakes are applied, the next instant the crash comes. The scene beggars description. Two engines raised right up in the

air their full length and fell over to the south side of the track, frames, rods, cylinders and all mashed up in a heap, and mixed in such a manner that it could not be told which engine they belonged to, while the water cars were reduced to kindling wood, and the first car, being a dead-head coach, locked up with no passengers in it, was, by the force of the shock, sent entirely on top of the baggage car and the two were enveloped in flames. Engineer Hussey was thrown fully one hundred feet out in the prairie, while Bro. Harriet was planed down to the ground by a rod across his chest, while the escaping steam and water was fairly cooking him from his hips down. The searchers for the injured soon found Bro. Hitchcock still on his seat, but wedged in between the cab and boiler head; his death was evidently instantaneous, but oh, such a horrified look as his face wore, sitting there cold in death's embrace. Did he see the headlight and remember in that moment of time left him that he was on No. 3's time? Perhaps. Alex. Compton was soon after found, one half of him, from his waist up, lying on the running board, while the balance was under the tank with the coal. His face wore a peaceful look, as if he had been smiling when smitten down. The long and dreary night passed away to that poor mother like some horrible dream. No rest for her, she had his last words ringing in her ears, "Keep my supper warm, and don't worry about me." The poor mother would attend to the supper and then imagining herself dreaming, go up stairs and feel over his bed to see if he was not there, and so the night passed, and with the day came news to some of the friends of the wreck and the result. The breaking of the news and then the home-coming—but let us draw the curtain on the scene; no pen could depict it.

M. Hussey is able to walk around some, but it will be some time before he is able to resume work, while Bro. Harriet is still confined to the house.

The whole event is one of those appalling disasters that cause one's heart to cease to beat, and almost cause the brain to refuse to act from sheer horror, and almost cause us to believe in predestination. Kind and sympathetic friends did all to alleviate the suffering in their power, and many a beautiful wreath and bouquet was sent in a tribute to the dead, showing the respect and esteem in which they were held.

Yours fraternally,
Southern Cross.

NICKERSON, KAN., March 3, 1888.

Editor Firemen's Magazine:

It is now a year since any communication has appeared in the columns or the *Magazine* from Reno Lodge, No. 258. Nevertheless, it has been flourishing in the meantime. Its membership has increased considerably during the year, and each and every member is an earnest worker for the Lodge. In some respects "The Firemen's Lodge" is a misnomer, as so many of its members have laid down the shovel and crossed over to the right hand side, and others are soon to

follow, but they all seem to think it would be rank treason to desert the ship they first sailed in, and as they cannot sail in both, they will cling to their first love. By the way, talking of love, reminds me. At a recent social gathering the conversation turned upon the feasibility of organizing a Ladies' Auxiliary Lodge at this point. One of the young bachelor members of the Lodge waxed eloquent on the subject, which surprised us a little, but after scanning the local items in our city paper, and having a conference with Madame Rumor, we began to see "there was a method in his madness." Won't you please tell us her name, John?

On the 22d of February the Lodge held its second annual ball. The boys have reason to feel proud of their success, for it was the largest party of the kind ever held in the city, and Nickerson is noted for its large balls. Owing to the kindness of the railroad officials in granting free transportation and sending a special train for the accommodation of guests, many were present from neighboring cities. At 8 o'clock the guests began to arrive, but the grand march was delayed until 9:15 on account of the special not arriving until that hour, but the time was pleasantly spent in admiring the tasteful decoration of the hall which quite surpassed anything that had ever been attempted in that line in this city. On the stage, directly opposite the entrance was a locomotive, pilot, headlight and all, so that those entering the hall had the sensation of encountering a train at full speed. A headlight bearing the inscription "Welcome to all," was placed at the entrance of the hall. Directly over the stage hung the handsome portrait of Washington, the patron of the ball, recently purchased by the Lodge. The walls were fairly covered with evergreen, bunting, beautiful oil paintings, mottoes of the Order, etc. The boys did this work unaided and deserve praise for their skill. Two hundred couples are reported to have taken part in the grand march, which was led by Supt. J. N. Woods and lady. From this time until the wee sma' hours the merry dance went on. At 12 o'clock a bountiful banquet was spread for the dancers by the Women's Relief Corps, which was quite worthy of the occasion. There were many beautiful costumes, but among the gentlemen, strange to say, there was not one blue denim suit to be seen. Smiles and good cheer were the order of the evening. The last set was called at 4 o'clock with sixty couples on the floor. The boys feel greatly indebted to the friends who so kindly assisted them, also to the railroad officials for favors extended.

Lee.

HARTFORD, CONN., February 15, 1888.

Editor Firemen's Magazine:

I would like to say a few words about No. 285. The boys gave their annual concert and ball on Friday evening, January 20. Allyn Hall, in which the festivities were held, was decorated very handsomely. After a concert of one hour and a half by a full brass band, the grand march was started with about 150 couples in line, led by

Bro. C. D. Moore. After the grand march, dancing was begun and lasted until early in the morning with the exception of an intermission in which refreshments were served, under the direction of Bro. Stearns, assisted by Bros. E. M. Thayer and W. Dwyer. The floor was under the management of Bro. Moore assisted by Bros. J. H. Osmond and G. H. Bill and a number of aides consisting of Bros. R. H. Osmond, J. Ellwood, J. Flynn, F. Martin and A. F. Porter. The reception committee consisted of Bros. W. Vansickle, G. Deacon and C. Mills. The committee of arrangements were Bros. C. D. Moore, G. H. Bill, J. H. Osmond, B. A. Thayer and E. E. Bill. There were quite a number of visiting Bros. present, including members from Nos. 2 and 57, also members from 73 and 284. The boys are very highly pleased over the affair as it was a very decided success both financially and socially. I would like to say that 285 is growing and is in first-class shape and all the members take a good deal of interest in the welfare of the Lodge. Wishing 285 and the B. of L. F. a prosperous future, I am,

Yours fraternally,
Enterprise.

LOGANSPOUT, IND., February, 24, 1888.

Editor Firemen's Magazine:

I desire a little space in the *Magazine* for a few items, as follows: Bro. James Hanley, of No. 52, is back again to his first love, with his new engine, No. 448. Jim is now breaking in his favorite mill at the Panhandle yards. She is a daisy just out of the back shop. Jim is always happiest when at the throttle. Bro. Al Swadner has a regular engine now, after running extra about four years. Al says the 424 "is a good one." I must not forget some of the boys who have been promoted, viz: Bro. J. J. Stutts, Casper C. Bennett and F. P. Richardson, all of No. 52. Bro. Wm. A. McDonald is at home again after a vacation of several weeks, and he does his part towards keeping up the standing of the Order. Bro. H. C. Swadner wields the gavel, and is determined to place his Lodge among the first in the list.

Yours fraternally,
Member of 52.

HOUSTON, TEX., February 5, 1888.

To the Editor of the Magazine:

A matrimonial blizzard has struck Bayou City within the past month, and touched No. 146 pretty hard. Bro. Walter Kitson was the first victim. He was united in wedlock to Miss Julia Winter, a very pleasant young lady of the fifth ward. I guess this is a pleasant "Winter" for Walter. Bro. A. E. Dunn was the next to get "slaughtered." He just took a notion that he was man enough to support a life companion and got buckled to Miss Cliffey Snell, on the night of February 1. Bro. Dunn is all right if "main line switches are kept in proper position." May both of those brothers and their fair young brides be blessed with happiness and prosperity, is the wish of the member of Bayou City Lodge, No. 146.

Emerald.

VANCEBORO, ME., March 19, 1888.

Mr. Editor:

There is in the heart of every man,
 With a "B" upon his breast,
 A living faith beyond life's span,
 And a peace that passeth rest.

"Justice to all; not only to ourselves, but to others!" How this, one of our mottoes, has been recognized is pertinently shown by the strike of our C., B. & Q. brethren. Injustice has been patiently borne for years, and because of an endeavor to obtain their rights, when driven to the last resort, still greater injustice is heaped upon them in public censure. But our noble Order is too much of an educator for any such censure to injuriously affect our members. On nearly every one of the many thousand locomotives of the country will be found a pair of earnest, faithful and brainy men, watching and doing all in their power to make right triumph.

Right here let me say, that the country owes much more than it knows to the Brotherhoods of Firemen and Engineers. They are educating careful and thoughtful men to be more careful and thoughtful, as well as more refined members of society. All the good in men's natures is being stimulated and strengthened, and all the bad is being eliminated by councils of forbearance—where no jealousy or dissension can come, and justice to all is the ruling motive.

In this section of the country the greatest interest is manifested in the C., B. & Q. struggle. On the one side is right and justice in alliance with skill and painstaking labor; on the other side, many-faced wrongs, in alliance with drunken, driving wretches, whose only god is gold, for which a foolish management barter away the years of experience obtained by men in pursuing their vocation which yearly reaps its harvest of heroes on every railroad in the country. They are simply asking for fair play, and fair pay, and the question is asked, should this band of men tried and true, persist in demanding what should be granted without the asking? This same question of classification of men is a vexed one here, and all watch, almost with bated breath to see if classification and wrong, or, justification and right, shall be the portion of the engine men of the country. There is another hydra-headed wrong which claims the attention of all thinking men, and that is, favoritism among the employés of a corporation to the end that only certain favored ones can be sure of promotion, regardless of ability, sobriety and industry. Men who have reaped a harvest off of "sugar-plum trees" are tried, examined and promoted, and men who have stood the test of years of service are given no chance to demonstrate the fact that they could do the work as well as the pets. Is this justice? Engine No. 24, of the N. B. Railway, blew up Friday, March 16th, badly hurting the three men who were in her cab at the time of the explosion. Bro. H. D. Clark, her fireman, had his head seriously bruised and a big gash cut in his neck. The two others, Andy Hamm and Jack Smith, were badly bruised, and one of them had his shoulder broken by flying splinters. The

explosion blew down part of the round house at Fairville, in which she was standing at the time. She is said to have been full of water and showing only 130 pounds of steam, and yet blew up with force enough to tear a piece out of her boiler a foot wide and four feet long, tipping her over onto another engine. Change of time on the M. C. occurs about two months earlier this year, and all the boys are wondering who is going to have the Oldtown shifter, and who is going to fire the "Yankee."

O. K. D.

TAYLOR, TEX., February 29, 1888.

MR. EDITOR:—With your permission I will contribute a few lines regarding Alamo Lodge, No. 263. Business has been so brisk of late that the boys have been almost incessantly on duty, still some of them find time to get around to regular meetings. Promotions are frequent, Bro. Henry Minis has been promoted to night hostler, Bro. Melson, our worth Collector, is now an engineer. Bros. Tom Blavens, John Smith and M. Kelly are firing passenger engines. Bros. A. E. Atkman, B. C. Nelson, and Van Hooven are running extras. Bro. A. A. Brownson, our Magazine Agent, is running extra on the M. K. & T., with Bro. W. H. Aday at the scoop. Bro. Ed Askew and Bro. J. Rhodes are cutting fog in the yards. Our worthy Master, Bro. Thrailkill is often heard speaking for the good of our noble Order. We have finished our hall in the Bank building. It has many evidences of taste and comfort, and many conveniences have been secured. The Lodge has received many beautiful presents, among which I will mention a ballot box, ordered by Mrs. R. A. Rhodes. We heartily tender our thanks to Mrs. Cambridge, Mrs. Minnie Askew, Miss Garrett and Mrs. and Miss Still for assisting in fitting up the hall. Alamo Lodge, No. 263, is in a healthy condition and is constantly increasing in membership. With the best wishes for the prosperity of the Order, I remain,

Fraternally yours,

Alamo.

LARAMIE CITY, WYO., Feb. 25, 1888.

Editor Firemen's Magazine:

Please permit space in the *Magazine* to introduce Black Hills Lodge, No. 86, of which so many of the boys have passed to the right side lately, and a few to eternity. As none of the members have written to the *Magazine*, I desire to say that Thomas Lynch, a noble and true member of the Brotherhood, passed away ere the new year had scarcely dawned, from injuries received in the Aurora wreck, Christmas eve. Being on the rear engine of a double-header, he did not see that a collision was at hand. It was a sad Christmas and New Year to his wife and little daughter, an infant four months old, as also to his loving brothers and sisters. The bereaved have the sympathy of the entire community. But seven months previous to his death, Bro. Lynch had been promoted to the right side. I have been much surprised that some of the members of 86 have not introduced the Lodge to the readers of the *Magazine*, an oversight which I hope will not occur in the future.

X. Y. Z.

SOUTH KAUKAUNA, Wis., April 4, 1888.

MR. EDITOR: I have often desired to see an article in the *Magazine* relating to train orders, as I have seen them on different roads, as, for instance, "Do not pass — without orders." "Get further orders at —," "Wait for orders at —." On all the roads with which I am familiar there are many other different orders that come between the "Do not pass," the "wait," and the "get further orders," as the case may be. Now, when we know there are men who have run trains and engines for years, who get into trouble by forgetting or overlooking their orders, why is it the almost universal practice of engineers, when they get their orders, to put them in their pockets, leaving the fireman to guess what they are? I have fired for a good many different engineers, on different roads, but it has never been my good fortune to be with an engineer who was in the habit of turning his orders over to his fireman. I have always thought it should be made the duty of the engineer to do so, for various reasons. It would serve to guard against disasters, and it would serve to intelligently post the fireman in matters of great importance. I think an engineer should communicate every order to his fireman, and that the fireman should inform the head brakeman, for certainly three heads are better than one in a matter of such vital concern. But all the orders I have ever seen, which engineers and conductors were anxious for firemen and brakemen to know, was when the time was about a minute to the mile against some other train. I hope our brothers who are running engines will give this matter a thought, and I would like to see every road, by the orders of its Superintendent and Master Mechanic, make it a rule that every fireman and engineer should know what the orders are.

Reliable.

WEST OAKLAND, CAL., Feb. 16, 1888.

To the Editor of the *Locomotive Firemen's Magazine*:

It is with grief that I communicate the death of A. J. Stevens, our General Master Mechanic. Mr. Stevens had for some time been suffering with Bright's disease of the kidneys, and a few weeks ago tendered his resignation to his employers, which they refused to accept, granting him a six months' leave of absence, and advising him to travel in Germany to try and regain his health. He, however, lingered in San Francisco, and on Friday, the 10th inst., feeling himself much worse, he desired to be taken to his home in Sacramento. Soon after his arrival he sank into a condition from which he never revived, and passed quietly away at 520 Saturday morning.

Mr. Stevens was not only a brilliant mechanic, but also a machinist and inventor. He served his time as a machinist in the shops and afterwards was a runner on the C., B. & Q. road.

He came to California in 1861 and was engaged on the Market street road, San Francisco.

In 1864 he took a position on the San Francisco & Alameda railroad as Superintendent of Con-

struction of Engines and Cars, and was made Division Master Mechanic in 1869, at Oakland. In 1870, he was made General Master Mechanic of the S. P. Co., Pacific system.

Among his many inventions, the greatest of his life was the Stevens valve motion and balance valves. Within the last three years several engines of that patent have been built in the Sacramento shops. Eight-wheeled passenger engines for our overland travel on the level, and ten-wheelers for the mountains.

These engines have proved a great success in economy of fuel, and in pulling our heavy passenger trains at a fast rate of speed. He has proved to the company that engines can be built cheaper in Sacramento than in the East. The shops in Sacramento have been greatly enlarged and improved since the last fact has been brought under the notice of the company.

The company will deeply feel their loss and the boys on the road, their best friend.

His funeral was largely attended, 1,007 men being in line. The burial services were held at St. Paul's Church in Sacramento. On Monday evening the remains were brought to Oakland for interment.

The floral tributes presented by the various departments were many and elaborate. The boiler shops giving a boiler four feet long and three feet high. The machine shop presented the engine 48, which was the first engine Mr. Stevens built with his new valve motion and balance valves. The foundry gave a steam hammer. The steamer Piedmont was presented by the blacksmith shop of Sacramento, and the steamer Modoc by the Oakland shops. The engineers gave a broken wheel, and the E. C. Fellows Lodge B. of L. F., a broken column and The Gates Ajar.

The following gentlemen were the honorary pall-bearers: William McKensie, A. D. Wilder, Steve Gage, J. Solpaugh, Harry Stevenson, Emil Frick, George Welch and N. W. Spaulding.

B. H. P.

TRURO, N. S., March 2, 1888.

Editor *Locomotive Firemen's Magazine*:

I have concluded to say, through the *Magazine*, that Sunbeam Lodge is in good condition and that there is a rush of work on this division; as a consequence, it is almost impossible to get a meeting of the Lodge. I note with pleasure the promotion of Bros. Hennessy, White, Dean, McDonald and Duncan to the right-hand side. On December 5th Bro. A. D. Murray was fatally injured by the explosion of the boiler of engine No. 170. After lingering in great pain for a month he died, and his death has cast a gloom over the members of the Lodge. Engineers are scarce and the rolling stock not equal to the demand, which is unfortunate, as there is plenty of freight offering. Bro. Geo. Feltham, of the B. of L. E., and Bro. Fraser, are holding down the new one. Henry says she is a dandy. You can't hire him to leave her a trip. Wishing the Brotherhood a prosperous year, I remain

Pea Shooter.

COUNCIL GROVE, KAN., February 20, 1888.

On February 16, Council Grove celebrated the completion of her water and electric light systems by a parade in the afternoon and by speeches and banquet in the evening. Neosho Valley Lodge, No. 370, is young as yet, but a great deal of interest is taken in the meetings by all the members. We are only about seventeen in number and are scattered over about 450 miles of road, so we are working under some disadvantage as regards numbers, but we generally manage to have a live time. A large share of praise is due to our esteemed brother, Matt S. Giffrey, of No. 48, for the interest taken in our meetings. Bro. Giffrey is a thorough Brotherhood man in every sense of the word. Matt was the getter up of No. 370. Upon entering the Lodge room at our last regular meeting, we were surprised and very much pleased at seeing a beautifully framed picture of our Vice Grand Master, Hannahan, hanging over the Master's station. The picture is the property of Bro. Giffrey. All the boys are doing well. Bro. B. Heath has been promoted to the position of foreman at Monon, while Bros. Scott, (our Master) Stone, Leeman and Churchill do the hostlering at E. G. and Horace. Bro. Geo. Bagley has been sick for the last fifty days, but is so far recovered as to be able to take his passenger run again. The writer was sent as a member of the Board of Adjustment of the Gould southwest system, and while in St. Louis formed the acquaintance of Bro. Geo. Anderson, Master of No. 298, and one of the most kind-hearted, courteous and agreeable gentlemen it has ever been my good fortune to meet. The members present at the meeting of the Board of Adjustment for this system were, A. Dillon, No. 329, Chairman; L. Horner, No. 8, Secretary; M. Glynn, No. 21; J. Powers, No. 304; L. Brenham, No. 156; H. Hart, No. 6; H. Wheat, No. 298; J. Shafer, No. 31; W. Mudge, No. 100; Bedell, No. 209; N. Mitchell, No. 78; Birch, No. 330; Ed. Chamberlin, No. 45; J. Rhodes, No. 283; G. Webster, No. 370. There are about twenty-two Lodges on this system, fifteen of which were represented.

Fraternally, G. Webster.

RICHMOND, VA., March 20, 1888.

Editor Firemen's Magazine:

Perhaps a few words from No. 275 will be of interest to your readers. We have a quiet time among ourselves. The boys don't seem disposed to let themselves be known through the *Magazine*. This is my first attempt at writing. We had a fine time last Sunday—had five jolly fellows to ride the goat, and they seemed much pleased at the wending up of the journey.

Some of our boys have been promoted to the right-hand side. No. 275 is in fair working order, with a bright prospect before us. Bro. W. J. Burke, our Worthy Master, is a fine-looking, jolly fellow. We can boast of having a handsome set of coal-heavers. Some of the boys are soon to enlarge their families regardless of hard times. Hoping to hear from some of the rest of the boys soon, I close.

W. M. Land.

MASON CITY, IOWA, February 29, 1888.

MR. EDITOR: It has been quite a long time since I have seen anything in the *Magazine* from Cerro Gordo Lodge, No. 29, and I therefore feel constrained to break the silence and say that we have thirty-seven members in good standing, and a more clever body of men you will rarely meet. Bell Blossom did not, I think, write in vain, and it is to be hoped that every Lodge will respond to the call for assistance for Mrs. Thos. A. Keyser. Our Lodge contributed \$5.00 to Mrs. Keyser and we trust that others may follow the example. A small amount will not be missed by any Lodge, while it will be the means of doing great good to the beneficiary. A number of our boys have been promoted and are doing well. Bros. Holman and Hurlbut are doing the shifting at Calmar and Bros. Humphrey and Burk are doing the same at Mason City. Bros. Hiller and McGrath are doing service as dispatchers. Bros. Lighter and Loveland are doing good work out on the road. Bro. M. Newbowers is on the sick list but we hope to see him out again at an early day.

North Pole.

SAN BERNARDINO, CAL., April 2, 1888.

To the Magazine:

I guess it will be a surprise for the *Magazine* to to hear from this part of the globe, as it has always been silent, but trusting that it may encourage some of our brothers who are more capable to write, I will make a break. San Diego Lodge No. 90, is composed of good material and promises to be one of the best little Lodges in the Order; great credit is due to our worthy Master, Bro. Lumsden, also worthy Vice, Bro. Rothrock, for the interest they take in the Order, and also for the courtesy they extend to visiting members. There are times when the boys are run so hard that they find it hard to get to the meetings, but when any of them have any spare time, you can be sure of a good meeting, something that I am sorry to say, cannot, at times, be found elsewhere. If every Lodge in the country would take as much interest as No. 90 does, we could always boast of our beloved Brotherhood as something to be proud of. Hoping to hear from some of our brothers soon, I remain,

Fraternally, etc.,

A Visiting Member.

CHADRON, NEB., January 24, 1888.

Editor Locomotive Fireman's Magazine:

The January number is at hand and is brim-full of good reading. Every engineman should be a reader of the *Magazine*. The Mechanical Department is instructive, and the same is true of other departments. Pine Ridge Lodge, No. 17, is in a flourishing condition. A few of its members have been promoted as a reward for fidelity and are doing excellent work. Among the number are Bros. Anders, Troup, Flanders and Bracken. Our worthy master has had a short vacation but is again at work. Wishing the Brotherhood God speed in its grand mission, I remain,

Black Hiller.

RANDOLPH, CLAY CO., MO., Feb. 20, 1888.

To the Firemen's Magazine:

Knowing you had no correspondent "way out here in the wilderness," I thought I would make bold to drop the dear old *Magazine* a line to let it know how the boys who sit on the left hand side are getting along. At present everything seems to be unsettled in this new division town of the western line of the Wabash. Randolph, besides being the terminus of the Wabash of the western system, is marked by three other lines, viz: the Hannibal & St. Joe, the Rock Island, and the Chicago, Milwaukee & St. Paul. There is no city government formed here as yet, but if the place continues to boom as it has in the past, it will not be many moons before she can call for a charter and put on municipal airs just the same. Should she develop into the aforesaid, the boys of the throttle and knights of the pick and scoop have made up their mind that Jack Brown, a popular member of 54 and at present "hostler" here, shall be the town Marshal. The round house here, which affords ten stalls, is mastered over by W. A. Hathaway, than whom no better man ever lived, particularly to the subordinates who are subject to his dictation. Sig. McFarland, accompanied by Sim. Nichols, Johnnie Murphy, and Geo. Souerwein, are all here, bringing cards from old No. 157, of Peru, Ind. Sig. is likewise a "hostler," and shoves the "mills" up and down the main line in the most approved style. Alex. Bandle, one of the old-time boys, is with us, hailing from Golden Eagle Lodge, No. 78, Sedalia, Mo. Alex. has a smile on him as broad as the reflection of the sun on a sauce-pan, and the boys declare they believe he is shortly to take unto himself one of the belles of Randolph. I will close by simply saying,

More Anon.

YOUNGSTOWN, OHIO, February 27, 1888.

MR. EDITOR: Can you make room for a few words from Mahoning Lodge, No. 190? Perhaps it is not policy to be excessively eulogistic of 190, but I must say she carries as much steam as anything of her size and never wastes it by her safety valves blowing off. We hold her up as one of the best in our Order. Peace and harmony reigns high in our Lodge. Dave Heintzman is our Master, and he always has one hand on the throttle and the other on the sand lever, and she never slips a turn. Dave is a whole-souled Brotherhood man in the right place. Brothers Reece and Everts, like prodigal sons, have returned from the west. They report that words cannot express the warmth of true Brotherhood shown them in the west. The boys in Joliet will long be remembered as noble brothers. The names of Bros. Grace, Smith, Campbell and McFadden, of Joliet have been mentioned more than once. Daddy Mawby is still our Collector and one of the solid old rocks of 190. Bro. Mulvey sometimes parts his hair in the middle, and when he does he always has a good subject. Our Lodge is still on the increase. Financially we are well fixed. I will now bank the fire.

Justice.

SOUTH BUTTE, MONT., March 7, 1888.

Editor Locomotive Firemen's Magazine:

Our Lodge is in a flourishing condition. We now have forty-nine members. Bro. Byrne, Master, and Bro. Grant, Secretary, have not been able to attend meetings as often as they should, but we will excuse them as it is impossible for them to attend regularly as long as their runs remain as they are. Bro. Geo. Tyndall met with quite an accident about a month ago. In getting off a caboose, his foot slipped, and he struck his head on the end of a tie, inflicting a scalp wound seven inches long. Bro. DeCamp has been laid up three weeks with a sprained wrist, but hopes to be able to go to work in a few days. Several of our members have gone over to the right side, among them you will find Bros. Campbell, Harris, Larson, Truax and Byrne. All are doing good work. The C. B. & Q. boys have our sympathy in the struggle in which they are now engaged and we hope they will score a complete victory, thereby showing railroad managers that engineers and firemen have rights which must be respected.

Guinea.

SALT LAKE CITY, March 10, 1888.

Editor Locomotive Fireman's Magazine:

Salt Lake Lodge, No. 178, I am pleased to say is in a prosperous condition, and has received a number of additions to its membership during the past winter. The members are prompt in making all required payments, and a general good feeling prevails. Several of the members have been promoted during the winter, and are doing well. Our meetings are well attended, but not to the extent desired. We are expecting one or more new railroads here this summer, and business is now quite lively. The Utah Central is to be extended to the coast this summer. The surveying parties are now out and the grading will soon begin. The Midland and D. & R. G. are making for this place. We have a good country and a good climate, and welcome all such enterprises. We would be greatly pleased to have a visit from some of the Grand Officers this spring, as it has been a long time since we have had the pleasure of meeting or talking with them. With best wishes for the Brotherhood,

Skylight.

GALION, February 11, 1888.

Editor Locomotive Firemen's Magazine:

Permit me to say a few words for the boys of Eclipse Lodge, No. 107. They gave their fifth annual ball February 7th, which was a success in every particular. Bros. Flayle, McDargh, Mackey, Glymps, Wimple, Dorian, Smith and Graham, of 107 and all being on the N. Y., P. & O., have been transferred to the right hand side and are doing good work. Our Worthy Secretary, Armour, and Worthy Master, Dean, have been promoted to engineers and are giving good satisfaction and all wish them luck. I will close by saying that the boys who have charge of the hog engines of the N. Y., P. & O., are Bros. L. Shawson, Willey and Rist, and they are firemen, you bet.

Galion.

COLORADO CITY, COL., April 5, 1888.

Editor Locomotive Firemen's Magazine:

Our great Brotherhood has never heard from Pikes Peak Lodge, No. 218, through the columns of the *Magazine* devoted to correspondence, therefore I have concluded to notify all the Lodges that the boys of our Lodge are getting along splendidly, and take a deep interest in the welfare of the Order. Being persuaded that the membership delight to hear of a member's good luck, I will say for their gratification that our Past Master, Bro. Clayton Colvin, is the father of twins, weighing twenty pounds—proof positive that our P. M. is disposed to obey the injunction to "multiply and replenish the earth." If all the brothers of our noble Fraternity were equally fortunate, what a demand there would be for baby wagons and toys, and the lullaby songs of 20,000 mothers would make 20,000 homes centres of melody that would call down the angels. To be the father of one baby at a time is happiness, but, twins! that is simply immense. But while Bro. Colvin rejoices there is sorrow in the home of Bro. Wm. Walker, our Magazine Agent, who lost his youngest child last week, and thus it happens ever in our earthly pilgrimage, while some rejoice others mourn, and those who can rejoice with those who rejoice and weep with those who weep perform a duty that it is simply selfishness to ignore. Our Vice Master, Bro. Jno. F. Hennessey, is down with small pox at Leadville, but I am glad to say is improving. Business is brisk, the weather is fine and the outlook cheering. Respectfully, *Pikes Peak.*

HOBOKEN, N. J., February 19, 1888.

Editor Firemen's Magazine:

Brother Sargent paid No. 354 a visit January 21, and we had a pleasant and profitable meeting. This being the first time the Lodge has had the pleasure of entertaining our Grand Master, he gave us an able address on the duty of members, one toward another, which was listened to with special interest. Nothing seems to afford Bro. Sargent greater pleasure than to discuss the merits of the Brotherhood and the welfare of the membership. I find, if a Lodge wishes to stand well in his estimation its members must work and live fully up to the laws laid down for their information and guidance. Our Grand Master assured us that our Lodge stood A No. 1, with our worthy Master, Bro. John Keaver, at its head. Long may it live to see the good work go on, as his whole heart is in the cause.

I remain, yours fraternally, *J. B.*

FORT HOWARD, WIS., February 12, 1888.

Editor Locomotive Firemen's Magazine:

Being a member of Baldwin Lodge, No. 189, I will give you a few items at random. Our Lodge is composed of men working on the C. & N., M. & N., G., B. W. & St. P. We have several engineers in our Lodge, among them Bros. Nichols and Thompson. Bro. Geo. Harter, our Collector, is hostler on the M. & N., and he also makes the boys hustle with their stuff. Bro. Hogan has got

the books. Come up, you firemen who want to have a good time, and we promise you Bros. Ball, Boyle, O'Connor, Shaby and Shequin will make it interesting for you. Bro. Lyons adorns the right hand side. We have a very nice hall and a very nice crowd amuse themselves there twice a month. We have commenced to boom up here again and expect to have the leading Lodge of Wisconsin. Yours truly,

H. E. D.

EAGLE GROVE, IOWA, February 10, 1888.

Editor Magazine:

I have been a reader of your *Magazine* for some time, and have never seen a word from Marvin Hughitt Lodge, No. 132. I think if I break the ice some one more competent will follow suit. I am a member of the B. of L. F., and thank God I am proud of it. We have a splendid Lodge here of forty-two members, all of whom are honest upright men. There has been several of the members of 132 promoted to the right hand side. Bro. Chas. Evans has been presented with a young fireman. Bro. Wressell has taken unto himself a companion. We all wish him peace and prosperity. Bro. Mason has been promoted to the right hand side and is now running switch engine 212. The boys are almost run to death bucking snow. We have had some fearful blockades up here this winter. Bro. Rankins met with a very bad accident some time ago. He stepped into a waste pipe tub, and scalded his leg to the knee very badly. Some fears of amputation were entertained, but he is getting along very well now. We have a good Lodge and good officers and may God bless our noble Order. May we so live here that when we are called to lay down the pick and scoop, that we can say well done. Fraternally yours,

D. L. H.

LAGRANDE, OREGON, February 20, 1888.

MR. EDITOR:—Blue Mountain Lodge can boast of as good a set of boys as can be found, and for prompt payment of dues and assessments they take the delivery wagon. Two of our best members have recently married, Bro. John Shea and Miss Emma Kinsey, one of LaGrande's most charming young ladies were married Christmas day, also Bro. P. Thieson and Miss Smith, of Huntington, Oregon.

I had the pleasure of meeting our friend Bro. Edward Partell, Recho Lodge, No. 95, who helped us organize. Bro. Partell is made of the right material and has the clear brotherhood ring. Bro. Prinson and the nine spot are the champion box-car hustlers of Huntington, and Bro. Siner is doing the same act at Umatilla Junction. Bro. Schilkil and Thieson are hosting at La Grande. Our Collector, Bro. Boynton, is a hustler and comes up smiling after the 25th of the month. Blon Grenzback, of the Brooklyn Elevated R. R. is here and has a good job, and is making more money than by any job the B. E. R. R. could possibly give him. All hail to Shandy Maguire. Long may he live and be with us.

Blue Mountain.

SAVANNAH, GA., March 20, 1888.

Editor Firemen's Magazine:

It is somewhat of a pleasure for me to inform the readers of our *Magazine* that the firemen on the Central of Georgia, are living a new life. I say a new life because I can recall eight years previous to this date and if I were asked what was a fireman's rights then, I could give but one answer and it would be, no rights. Oh, it is wonderful that time can change all things, and time has changed the course of things to my certain knowledge on the Georgia Central.

The firemen on the Central appreciate this, and it should be the duty of every fireman on the main stem to show Mr. McGee, their Assistant Master Mechanic, and Mr. W. O. Charlton, the foreman in their true light for their uniform kindness, and for showing firemen proper attention when any difficulty is brought to their notice.

Mr. Charlton has expressed himself in a way favorable to the B. of L. F. and firemen know in him they have a friend. Firemen will not neglect, under such circumstances, to show their good qualities, and the teachings of the Constitution of the Brotherhood under which they work, and most heartily do they wish a speedy promotion to Mr. and Mrs. Charlton, and as long as their Master Dooner presides with the help of Bros. Hutton, Goalsby, Bannon, Steltz, Berry and others I could mention, our colors will continue to fly.

Yours,

Devil's Elbow.

WILLIAMSBURG, VA., March 16, 1888.

Editor Locomotive Firemen's Magazine:

DEAR SIR:—Please allow me, through the *Magazine*, to thank Mr. Sinclair for his public recognition of an old mate, and yourself for your friendly comment on the same. He was an agreeable mate and a welcome visitor. He was timid, having very little to say. Time has changed him. There is no timidity in his voice or pen now. Yours respectfully, Wm. Gore.

BALTIMORE, MD., February 20, 1888.

MR. EDITOR:—Presuming that the membership of our Order generally, experiences special pleasure in hearing from the various Lodges, I desire to say that Oriole Lodge, No. 214, is doing well and that a number of its members have been promoted to the position of engineers. We wish them success and hope they are preparing themselves for promotion to the better world as well. The change is certain to come sooner or later. For an illustration let me say that on an early trip over the road, my attention was called to a number of beautiful pine trees standing near the track. When I returned, only three hours later, they were gone. Some one had cut them down. So will it be with us some time, perhaps in the near future. The ax of Disease, or the saw of Old Time will cut us down. Let us, therefore, brethren, united here, prepare ourselves for the great union in Heaven. Let us be sober men. When I began firing I was told that if I did not drink

with the boys they would be down on me, and that I would not get along well, but let me say that time has proven such statements to be false. I am now twenty-five years of age and have not taken the first drink of anything intoxicating, and have not used tobacco in any way. I do not say this boastfully, but only to show that such things can be done without losing the respect and friendship of the boys, for few men have more friends than

Yours fraternally,

Tray Light.

CLIFTON FORGE, VA. FEBRUARY 5, 1888.

Editor Magazine:

Perhaps the boys of our great Brotherhood would like to hear from their brothers in Virginia, the "Mother of States" etc. Well, we are getting along splendidly and the Forge is working satisfactory. Bro. J. H. White was promoted to the right-hand side a few days ago and is doing well. Bro. C. H. B. goes to Staunton every Sunday, and we are expecting soon to receive cards. Bro. W. G. Bailly has been pulling the throttle for sometime. We are making good time and the boys are in excellent spirits.

X. B. H.

IN MEMORIAM.

DAISY A. BURROUGHS

Died in Sayre, April 8, 1888, at the home of her parents, Charles and Hattie Burroughs, aged 3 years, 8 months.

An angel came one morning bright,
Entering our home with steps so light,
Pausing naught, 'til he gained the side
(O! darling Daisy, our little pet and pride.
"Oh spare my child," the mother moaned,
The answer came, "twas only loaned."
In such a sweet and heavenly tone,
While love and purity in visage shown.

The Savior bade me bring his own
To gladden the pure and heavenly home;
This is the flower, so sweet and rare,
Jesus calls to be with him there.
The darling looked at mother near,
Heart whispering "mamma dear,
In Jesus' home I'll watch and wait
or you at the pearly golden gate."

Then out from view of earthly eyes
He hurringly carried her to the skies—
And hearts are shunk as buds by blight
For darling Daisy, the home's delight.
But hark! I hear an angel band
Singing, as in a distant land;
And then I see a form so fair,
A beautiful vision of Christ's new heir.

A tiny harp in a tiny hand
And head encircled with golden band,
And then I know 'tis the loving child,
Little Daisy, dear, so meek and mild.
The vision vanished but the truth remained,
I saw that her bliss was forever gained,
Meekly I bowed my weary head;
"Father, Thy will be done," I said.

Mrs. E. L. Fausey.

The little child to whom the above touching lines are dedicated was the daughter of Bro. Chas. L. Burroughs, Secretary of Weaver Lodge, No. 379.

C., B. & Q. NOTES.

On the 27th of April the C., B. & Q. had ninety-nine smashed up, dead and disabled engines. No wonder it could do only 30 per cent. of its business.

It is highly interesting to note that the St. Louis & San Francisco Railroad Company unhesitatingly yielded to the demands of its engineers and firemen. The management of this great road, did not pattern after the example set by the C., B. & Q., but meeting its employés in a spirit of compromise and justice, at once an amicable and an honorable adjustment was brought about.

THE Union meeting of Engineers and Firemen, held at Vincennes, Sunday, April 29th, was in all regards a success. The spirit of fraternity, friendship and good will was in the ascendancy and every word spoken was indicative of a purpose to maintain the defiant attitude that has preëminently distinguished the two Brotherhoods in their struggle with the C., B. & Q. The sum total of good that has been accomplished by Union meetings throughout the country since the strike began, will result in a harvest of good results which it would be difficult to overestimate.

THE *Magazine* experiences special pleasure in referring to E. T. Jeffrey, General Manager of the Illinois Central, who during the strike on the C., B. & Q., evinced a generous sympathy for the men who sought to obtain justice at the hands of the managers of that system. His advice was at all times such as showed a deep solicitude for the welfare of the men, and he sought for an honorable adjustment of the difficulties which environed the situation. The men, whose welfare he sought so assiduously to promote, fully recognize the weighty obligations they are under to him, and which will never be forgotten.

WE take pleasure in calling the special attention of our readers to the *Chicago Sunday World*, which unsparingly devotes its space to an intelligent and an honest review of all matters connected with the strike of the engineers and firemen on the C., B. & Q. The *Sunday World*, in its editorial expressions, evinces a full comprehension of the situation and with the courage of conviction, gives to the public a correct version of the purposes and policy of the men at the head of the C., B. & Q., and does not hesitate to state facts as they exist. As a matter of course such a paper is of great value to those who are interested in knowing the facts that they may arrive at honest conclusions. We commend the *World* to the membership of our Order as a staunch and reliable advocate of their interests.

A BILL has been introduced by Mr. Anderson, of Kansas, which if it becomes a law, will have an exceedingly good effect upon such railroad corporations as the C., B. & Q. Any inter-state railroad, which fails to run its regular trains, is to be promptly investigated by the Inter-state Commerce Commission—and, if after seven days, the trains are not running regularly, a receiver is to be appointed to operate the road as for the United States. The bill prohibits railroad corporations from engaging in mining or any other business except that of carrier, and combinations of competing lines on rates is strongly prohibited. If Congress should pass the bill, a number of corporation outrages would disappear.

THE *Omaha Bee* in one of its issues late in the month of April, referred to the demoralized condition of affairs on the C., B. & Q. as follows: "Two trains came together at Creston and reared a huge junk pile of engines and cars. The Chicago express dropped four cars in the ditch at Holyoke, Col. An unruly engine got away from a scab at Crete and dashed into a baggage car. Both were checked for the repair shop. A dead engine cumbered the track near Hastings and a freight wreck near Harvard gave the residents a live theme for Sabbath gossip. With its horde of imported engine blacksmiths, wrecks at every mile post and business waning, the officials have good reason to fear that 'every day will be Sunday by-and-by.' Such is the universal testimony, when the press has had the manliness to state the facts."

ONE of the cheering features of the times, in so far as it relates to the strike on the C., B. & Q., is the sympathy which the strikers have received from a large number of business men throughout the country. It has not been a sympathy which expended itself in mere words, in kind wish-s, but it has been exhibited in a more substantial form. Hundreds of men have given of their means to help the men engaged in the struggle with the C., B. & Q. corporation, because they believe their cause was just, and that the corporation was studiously defrauding them. In the city of Cleveland, Ohio, there were a number of these large large-hearted gentlemen who comprehended the situation and responded liberally and we are glad to place upon record the names of such men as J. N. Hudson of the Excelsior Clothing House; E. R. Hull & Co., Herman & McLain, who furnished groceries at cost, and Hexese & Wiserberger. These gentlemen by their generous recognition of the righteousness of the cause of the strikers, have endeared themselves to thousands of the members of the Brotherhood, and their kindness is not to be forgotten.

THE *Firemen's Magazine* takes occasion to speak for the Brotherhood, and to say that it appreciates the sentiments of sympathy, friendship and good will expressed in numerous letters received since the inauguration of the C., B. & Q. strike from many labor organizations throughout the country, as also for the offers of financial support. Such things are worth more than money. They demonstrate that the autocratic arrogance of the C., B. & Q. officials, has awakened the workmen of the country to a sense of the dangers which threaten them if they dare to complain of unjust treatment at the hands of their employers, and that if they would work they must submit in silence to flagrant injustice. The letters we have received indicate that working men are realizing more than ever before that if they would secure their rights, they must stand together.

DURING the strike of the engineers and firemen on the C., B. & Q., we have received from various labor organizations, words of encouragement evincing the fact that the great heart of labor beats in sympathy with our struggling brethren, who are conducting the unequal fight with a powerful and arrogant corporation. Knowing this our readers will appreciate this sympathy. We append the following resolutions, as indicating the tone of the many messages we have received:

IN SESSION AT LENORA, KANSAS,
April 5, 1888. }

Resolved, That District Assembly 117, K. of L., with what they believe to be full information concerning the issues, hereby endorse the strike of the engineers and firemen on the C., B. & Q. R. R. System, and express the hope that they may succeed in their efforts to obtain fair wages.

Resolved, That we fully endorse the workmen of other roads in refusing to handle "Q." freight until the C., B. & Q. road shall treat its workmen as fairly as do other roads in the matter of wages and otherwise.

Resolved, That we extend to the Brotherhood of Locomotive Engineers and to the Brotherhood of Locomotive Firemen our best wishes for their success.

Resolved, That the Master Workman and Recording Secretary of this Assembly be, and they are hereby instructed to send to Chief Engineer P. M. Arthur, and to Grand Master Sargent, a copy of these resolutions.

W. S. GRAY, D. M. W.

JOHN S. REGISTER, D. R. S.

There is no mistaking the tone of such resolutions. They inspire faith in labor organizations and the ultimate triumph of workingmen.

THE grand ball given by Forest City Lodge, No. 10, B. of L. F., in the city of Cleveland on April 26th, for the benefit of the C., B. & Q. strikers, was in all regards a notable event. The purpose of the entertainment was eminently praiseworthy, and the strikers are under great obligation to Bros. E. P. Curtis, J. H. Miner, J. Sanders and A. H. Base for their zeal and labors to make the

ball a success, and this they accomplished to an extent which won universal approval. The ball was given at Red Cross Armory, and fully five hundred members of the Brotherhood with their friends were present together with a brilliant company of ladies, whose approving smiles embellished the occasion. Among those present were Grand Chief P. M. Arthur of the B. of L. E., and Grand Master F. P. Sargent, of the B. of L. F., the two chiefs, who constantly on duty at Chicago, gave their undivided attention to the interests of the men who were engaged in the strike. Messrs. Arthur and Sargent delivered brief addresses in which the struggle of the strikers formed the chief topic, and which were instructive and entertaining. Such occasions are of great value from a social point of view, but on this occasion, benevolence and sympathy were happily blended with social cheer, and the music, the dancing and the conversation were in unison with the noble purpose in view.

"I'M A DAD."

The shades of night were coming down quick,
The mud and slush was deep and thick,
Through Whitehall village four men did go
Carrying a flag bearing this motto—
"I'm a dad."

Their high white foreheads were crowned with
plugs,
They were dressed to kill, with many lugs,
Their moustaches were turned in a lazy curl,
And they sang in a voice like that of a girl,
"I'm a dad."

They saw through the windows as they kept going
ting upper,
Smalley and *Herbage* sitting at supper;
But they eyed those slippery rocks very keen,
And fled as they cried and cried while fleeing,
"I'm a dad."

"O, take care, you," said *McCarty*, "stop!
It's blowing gales up there on top,
You'll tumble off on the other side!"
But the hurrying Brothers still replied,
"I'm a dad."

"O, don't go up such a shocking night;
Come sleep at our house," said *Bradshaw Mike*.
On their Roman noses tear drops come,
But still they remarked as they upward clumb,
"I'm a dad."

"Look out for the branch of the sycamore tree!
Dodge rolling stones if any you see!"
Saying which *Tom Dorcas* went to bed,
And the singular voices replied overhead,
"I'm a dad."

About quarter past six the next forenoon,
Hill and *Barshaw* accidentally going up soon,
Heard above them once or twice,
These very same words in a very weak voice,
"I'm a dad."

Not far I believe from a quarter to seven,
Boyd was slow getting up, the road being uneven,
He found buried up in the mud and slush,
The boys and their flag, inscribed thus:
"I'm a dad."

They were *Combs* and *Collins*, without any doubt,
While *Letross* and *Holloway* are not counted out.
On the drear hillside the boys were laying,
And they waved their flag as they still kept
saying,
"I'm a dad."

C. F. S.

THE *Switchmen's Journal* volume III, No. 1, makes its appearance in a new dress. It is handsome, well edited, well printed and a credit to the order it represents.

WE have received the initial number of *The Railway and Steamboat Gazette*, published at Boston, Mass., Thos. B. Eaton, Esq., editor and publisher. The number before us evinces marked ability in the discussion of a variety of subjects, alike interesting to employer and employé, and to all who are interested in industrial affairs.

MR. PRESIDENT PERKINS, of the C., B. & Q., in his report showing the financial condition of the system, shows that the earnings of the road for the months of January and February, 1888, decreased, as compared with 1887, \$915,742, and that the value of the stock had also declined. When the next report is made, if facts are stated, the decrease of earnings will be of a character to alarm stockholders.

WE acknowledge the pleasure of a call from A. J. Schevers, Esq., member of Springfield Division, No. 23, B. of L. E., formerly an engineer on the Wabash system, and now General Northwestern Agent of the American Brake company, with headquarters at Chicago, Ills. We found Mr. Schevers thoroughly posted in railroad affairs, and our interview, though brief, was both instructive and agreeable.

WITH special satisfaction we acknowledge the receipt of twenty-one dollars and fifty cents (\$21.50), contributed by the non-Brotherhood firemen of the west division of the Lake Erie & Western railroad, for the benefit of the firemen who are struggling for their rights against the C., B. & Q. corporation, and elsewhere in the *Magazine* will be found resolutions passed by the contributing firemen, which have the ring of friendship and good will.

THE prospectus of a new and fascinating novel, entitled "Nellie Harland, a Romance of Rail and Wire," is on our table. The author is Elmer E. Vance, a practical telegraph operator, of Columbus, O., and the book is dedicated to A. J. Thurston, Grand Chief Telegrapher, and to the members of the O. R. T. The manuscript is now in the hands of the printer, and is expected to be ready for the trade about the middle of June. It will be embellished with suitable engravings and elegantly bound, and will be sold at the moderate price of one dollar. It will be of rare interest to men of the rail and wire, and will no doubt command a ready sale.

WE are in receipt of a copy of the San Diego *Daily Bee* of April 1st, in which we notice a brief but faithful sketch of John Mason Dodge, accompanying which is a superb likeness of the man, who, from first to last, in every relation of life, has been equal to every emergency. Having secured a good education, he became a locomotive fireman, and having mastered every detail, he was soon promoted to the throttle. An active and zealous Brotherhood man, in 1878 he was made Vice Grand Master of the Brotherhood, and is widely known and universally respected by the members of our Order, who will be glad to know that he is now Clerk of San Diego county, California, a position to which he has been three times elected, and in which he has given the greatest satisfaction. That further and higher honors await him there are good reasons for believing, and most certainly he has the best wishes of the Brotherhood for future success.

WE have on our table a book of nearly four hundred pages, entitled "The Voice of Labor," by S. M. Jelley, and published by A. P. Lehman & Co., Chicago. The volume is illustrated with a number of portraits and engravings, which contribute to the interest of the work. It is interesting and instructive to follow the author, as from authentic history he shows how working men have advanced from slaves to free men, and the lesson is taught that every year gives a new impetus to the advancing columns of wage men to higher positions. The book contains contributions from a large number of men prominently identified with the labor movement, and abounds in valuable statistics. The work should have a wide reading, as it supplies abundant food for thoughtful men, not only upon labor topics, but upon questions of vital importance to society at large.

To Correspondents.

The pressure upon the columns of the *Magazine* is such at present that we find it utterly impossible to publish all the matter we receive. During the past sixty days we have simply been flooded with correspondence, resolutions, notices, etc., etc., which our limited space would not accommodate. In our last issue we explained matters to our contributors and yet many of them write and find fault because their article "failed to appear." We can not crowd 200 pages of matter into 80 pages of space, and this being understood we ask our contributors to be brief in what they have to say and bear with us until our space is adequate to the demand.

No one by merely conversing with a fish ever succeeded in drawing him out. Merely conversing with a Warner's Log Cabin Plaster will not draw out pain in the back, but an application of it will give relief at once.

The Firemen's Ball.

Reno Lodge, No. 258, Brotherhood of Locomotive Firemen, have issued invitations for their second annual ball at the Nickerson Opera House, Monday evening, February 22, 1888. Supper will be served by the Woman's Relief Corps.

A special train has been placed at their disposal by Supt. H. R. Nickerson, which will leave Hutchinson at about 8 o'clock in the evening and return after the ball. The Engineers', Firemen's and Brakemen's Brotherhoods have the reputation along the Santa Fe for giving the most successful balls. The Santa Fe, through its popular Superintendent, H. R. Nickerson, kindly offer the use of their line to the boys, which tends to bring crowds from all points, and consequently their balls are largely attended.

And then everybody likes the generous and brave railroad boys, and are always happy to do anything that will contribute to their pleasure. Nickerson is essentially a railroad town, which accounts for the reputation she has deservedly earned of being the most friendly and hospitable town in the State. A great many people from this city will attend the ball, and it is to be sincerely hoped that it may be a grand success in every way.

It will be seen by the above from the Hutchinson (Kan.) Daily News that the members of Reno Lodge, No. 258, are exceedingly popular in that locality.

Social Event.

When the members of Eclipse Lodge, No. 107, undertake to entertain their friends they do so in royal style, as will be seen by the following account of their recent ball, taken from a local paper:

The annual ball of Eclipse Lodge, No. 107, Brotherhood of Locomotive Firemen, given in Central Hall Tuesday evening, was a brilliant affair throughout. The hall decorations were appropriate to the occasion and "eclipsed" all former efforts by the Brotherhood. Suspended across the stage was the motto of the Order, "Protection, Charity, Industry and Sobriety," painted in rich colors. Just in front of the orchestra and in a semi-circle were twelve lamps in various colors; in each corner of the room was a switch lamp, and new railroad flags were suspended in festoons from each gas jet, while the side walls were decorated with emblems of the Order and American flags. The grand march was announced at 8.30, and over sixty couples responded to the music of the orchestra. By 10 o'clock the number in attendance had increased to such an extent that dancing became difficult, but the efficient floor directors provided seats for most of those who did not participate in the dance. Boston's celebrated Voice, Waltz and Quadrille Orchestra, of Cleveland furnished the music, which was of an excellent character, such as this orchestra is noted for. There were at least 200 couples in attendance, and all were gay and mirthful. At 12 o'clock supper was served at the Capital House, and 150 partook of as fine a repast as ever was spread for any similar occasion in the city. The dance was prolonged till near morning and it is pronounced by all who witnessed it as one of the best ever given in the city. The firemen are a jolly set of men and never do things by halves, especially when it comes to giving a dance.

Resolutions.

LA FAYETTE, IND., March 25, 1888.

At a meeting of the non-brotherhood firemen of the Lake Erie & Western, West Division, the following resolutions were adopted:

Resolved, That we, as non-brotherhood men, of

the Lake Erie & Western, West Division, do heartily sympathize with the C. B. & Q. Brotherhood Firemen in the struggle for their rights.

Resolved, That we as firemen on the L. E. & W. West Division, pay for the support of the C. B. & Q. firemen who are out in that strike, one day's wages every month for three months, unless the strike is gained before that time.

Resolved, That a committee of three be elected to collect and forward all money to the headquarters of the Brotherhood of Locomotive Firemen.

Resolved, That the officers of the Grand Lodge, of the Brotherhood of Locomotive Firemen, be instructed to use such contributions for the benefit of the C. B. & Q. firemen who are out on that strike.

JOHN ZIGLER,
JAMES YETMAN,
JOHN KREGER. } *Committee.*

MARSHALL, TEX., February 17, 1888.

At a regular meeting of Sunset Lodge, No. 177, of the B. of L. F., the following resolutions were unanimously adopted.

WHEREAS, It is with heartfelt sorrow that we are called upon to announce the death of our beloved brother, Thomas Kane, who departed this life February 11, 1888, after a long illness, therefore,

Resolved, That by the death of Bro. Kane, we have lost a most faithful member whom every brother will miss, but it is with satisfaction that we can remember and cherish his noble qualities.

Resolved, That we tender our heartfelt sympathy to the family of our deceased brother, and as a token of respect, we drape our charter in mourning for the space of thirty days, and that a copy of these resolutions be sent to the bereaved family, and also to the *Firemen's Magazine* for publication.

JOHN EDWARDS,
F. M. ROBBINS,
GEO. M. LOVETT. } *Committee.*

COLUMBIA, PA., March 1, 1888.

At a regular meeting of Columbia Lodge, No. 252, B. of L. F., the following resolutions were adopted:

WHEREAS, It has pleased Almighty God to remove from our midst, our beloved brother, J. B. Wolfskill, showing to us the uncertainty of life and the certainty of death be it

Resolved, That by the death of Bro. Wolfskill a worthy and kind brother, and one who was in every way worthy of our regard and esteem, has been taken from us.

Resolved, That we offer to the relatives of the deceased our sincerest sympathy, and while we cannot assuage their sorrow, we trust that they may be able to bear it with fortitude.

Resolved, That our charter be draped for the space of thirty days, and a copy of these resolutions with seal of our Lodge attached, be presented to the family of our deceased brother, also published in the Columbia papers and in the *Magazine of the Brotherhood of Locomotive Firemen* and the same be spread on the minutes of our Lodge.

T. J. CALSAN,
W. H. COBAUGH,
FRANK STOCKER. } *Committee.*

ESCANABA, MICH., February 5, 1888.

At a meeting of Mineral King Lodge, held February 5th, 1888, the following resolution was adopted:

Resolved, That the thanks of this Lodge be extended to the persons herein named, for courtesies received on the occasion of their party held January, 27th 1888.

Brotherhood of Locomotive Engineers, Order of Railroad Conductors, Brotherhood of Railroad Brakemen, Grand Army of the Republic. A. M. Bradshaw, Foreman; Chas. Gagnon, J. F. Hart-

nett, Mr. and Mrs. T. Green, Mrs. Geo. W. Simonson, Miss Winnie M. Sutherland, Mrs. R. E. Gorham, Mrs. C. E. Ingalls, Mrs. Greenhoot; Bros. L. Schram, E. Erickson, W. J. Wallace, John Gagnon, J. K. Stack, F. H. Atkins, John Dean and John Hunt.

R. LETCHER,
M. A. HARING, } *Committee.*
J. S. ROYERS.

LOUISVILLE, Ky., February 9, 1888.

At a regular meeting of Fall City Lodge, No. 103, the following preamble and resolutions were adopted.

WHEREAS, It has pleased the Almighty Ruler of the universe to remove from our midst our late and esteemed brother, Jas. Queen, who was killed in a collision with a loaded car on the night of January 10th last, therefore be it

Resolved, by Falls City Lodge, No. 103, that while we bow with submission to the will of the Most High, we do not the less mourn the loss of our brother.

Resolved, That the sympathy of this Lodge be extended to his family and friends in their great affliction.

Resolved, That our charter be draped in mourning for the space of thirty days.

Resolved, That a copy of these resolutions be spread on the minutes of this Lodge and a copy thereof be transmitted to the family of our deceased brother.

SAMUEL LOWTHER, }
W. E. MERIGOLD, } *Committee.*
THOS. EDMONDSON,

PERTH AMBOY, N. J., February 26, 1888.

At a regular meeting of James Donnelly Lodge, No. 350, Brotherhood of Locomotive Fireman, held Sunday, February 26th, the following resolutions were unanimously adopted:

WHEREAS, The members of this Lodge as a body are greatly indebted to the officers of the Lehigh Valley Railroad at Perth Amboy, for transportation to the Union meeting of the B. of L. F., held at Easton, Pa., on Sunday, February 19th, therefore be it

Resolved, That the members of this Lodge as a body, extend to the officers of the Lehigh Valley Railroad, at Perth Amboy, our sincere thanks.

Resolved, That by strict attention to duty and studying the interests of our employers we all ways merit their esteem.

Resolved, That a copy of these resolutions be sent to each of the officers at Perth Amboy, printed in the city papers, entered on the minutes of the meeting and printed in the B. of L. F. Magazine.

WM. J. DOUGHERTY, }
WALLACE J. DEITZLER, } *Committee.*
THEODORE R. MERTZ,

SOUTH EASTON, PA., March 4, 1888.

At a regular meeting of Onoko Lodge, No. 211, B. of L. F., held March 4th, 1888, the following resolutions were adopted:

WHEREAS, The Union meeting of the B. of L. F. held at Easton, Pa., February 19th was a happy event and a great success, and

WHEREAS, While regretting the absence of Grand Master Sargent and Vice Grand Master Hannahan, we are glad to record the presence of E. V. Debs, Grand Secretary and Treasurer. Therefore,

Resolved, That thanks be extended to the members of the Brotherhood from the various Lodges, to the B. of L. E. B. of R. B. and others who responded to our invitation and contributed to the success of the meeting.

Resolved, That thanks be extended to the Hon. Charles F. Chidsey, mayor of the city of Easton; R. v. J. F. Shepperd, pastor First Presbyterian

Church, South Easton, Pa.; E. V. Debs, Grand Secretary and Treasurer, and Charles Wilson, Phillipsburg, New Jersey, who expounded in various ways the benefits of the Order, which were appreciated by a large and attentive audience.

Resolved, That we are indebted to H. S. Goodwin, R. B. Cable, E. J. Sweigard, James Donnelly, R. P. Miller, J. O. Stearns and A. Raesensner, superintendents of different railroads, for transportation over their respective lines; that we feel greatly encouraged to press forward in our noble work; thanking them for the kind act toward us.

Resolved, That we will always work faithfully to promote the interests and welfare of our Brotherhood and well guard the noble motto, "Protection, Charity, Sobriety and Industry," of our Order.

Resolved, That a copy of these resolutions be spread upon the minutes of the Lodge, and published in the Magazine and the daily papers of Easton.

JAMES R. MANIS, }
HORACE L. BREISCH, } *Committee.*
JOHN CONNORS,

READING, PA., February 25, 1885.

At a regular meeting of Mount Penn Lodge, No. 317, the following resolutions were adopted:

Resolved, That we extend to Superintendent R. B. Cable, our thanks for his kindness in furnishing a special train to Easton for the purpose of attending a Union meeting.

Resolved, That we regard this courtesy as a mark of special appreciation of our noble Order, and trust that our loyalty and faithfulness to duty, may in the future prove worthy of such appreciation.

Resolved, That a copy of these resolutions be furnished to Superintendent R. B. Cable and that they be published in the *Locomotive Firemen's Magazine*.

G. LEEDS, Master,
WM. A. GORDON, Secretary.

OTTAWA, ONT., February 19, 1888.

At a special meeting of F. G. Lawrence Lodge, held in their Hall on the 11th day of December, 1887, the following resolutions were unanimously adopted:

WHEREAS, It has pleased Almighty God with His allwise Providence to remove from our midst our beloved brother, C. D. Atkinson, and

WHEREAS, In the death of our brother, F. G. Lawrence Lodge, No. 172, sustains a heavy loss, he having been a staunch supporter and ardent lover of our Brotherhood, and having endeared himself to us all, therefore be it

Resolved, That we drape our charter in mourning for the space of thirty days.

Resolved, That we tender resolutions of condolence and sympathy to his relatives and many friends.

Resolved, That a copy of these resolutions be furnished his bereaved mother, and published in the *Firemen's Magazine*, and be spread on the minutes of this meeting.

J. S. ARMSTRONG, }
H. CHAPMAN, } *Committee.*
T. STEWART,

St. JOSEPH, Mo., March, 6, 1888.

At a regular meeting of St. Joseph Lodge, No. 43, March 1, 1888, the following resolutions were adopted:

WHEREAS, It has pleased our Heavenly Father, in his inscrutable wisdom, to remove from our midst our beloved brother, Thos. F. McDonald, who died on the 22nd day of February, 1888, therefore be it

Resolved, That while we bow in humble submission to the will of the Supreme Ruler, we deeply

deplore the loss which has deprived us of our beloved brother, yet consolation is afforded us by the thought that our loss is his gain. He is now enjoying the reward of the just and good.

Resolved, That we extend our heartfelt sympathy to his widowed mother, and commend her to Him who is a husband to the widow and does all things well.

Resolved, That our charter be draped in mourning for the space of thirty days, and a copy of these resolutions be placed on file, and a copy be furnished the St. Joseph papers and *Firemen's Magazine* for publication.

J. A. CARTER,
C. B. PORTER,
W. W. LOWDEN. } *Committee.*

SAYRE, PA., March, 4, 1888.

At a regular meeting of Weaver Lodge, No. 378, B. of L. F., held Sunday, March 4th, 1888, the following resolutions were adopted:

WHEREAS, Our Master Mechanic, James N. Weaver, has placed the Lodge under obligations by presenting it with a fine portrait of himself, therefore

Resolved, That the thanks of the Lodge are hereby tendered to Mr. Weaver for his valuable present.

Resolved, That it will be the pleasure of the members of the Lodge, to promote the interests of Mr. Weaver and the road he represents at all times.

Resolved, That these resolutions be spread on the minutes of this Lodge, that a copy of the same be furnished Mr. Weaver, and that the same be published in the *Locomotive Firemen's Magazine*.

JOHN DUNKIN,
W. H. COWELL,
CHAS. L. BURROUGHS, } *Committee.*

ALBANY, N. Y., March 15, 1888.

At a meeting of Albany City Lodge, No. 230, the following resolutions were adopted:

WHEREAS, On Tuesday, February 28th, 1888, our Brother William Horth, departed this life at an age at which many of us reasonably look forward to many years of usefulness, and

WHEREAS, Brother Horth was a firm and consistent supporter of our Order and its principles, and a christian member of this Lodge; therefore be it

Resolved, That in the death of our late Brother, this Lodge and the Order have suffered a loss, which can not easily be expressed, that of a faithful, earnest worker, a firm friend, a beloved Brother, and an upright, honest man. And be it further

Resolved, That feeling the greatness of our own loss, we can most sincerely sympathize with the family, whose bereavement is so much greater than ours; and we venture to express the hope that "Time, the healer of sorrows," may in his flight, transform their present deep grief into sweet and tender recollections. And be it further

Resolved, That as a token of respect for the memory of our dead Brother, our charter be draped in mourning for the space of thirty days, that a copy of these resolutions, with the seal of the Lodge attached, be presented to the bereaved family and also be recorded in the minutes of this meeting.

COURTLAND MAHER,
EUGENE F. MARKART,
HENRY KEENHOLTS, } *Committee.*

MARSHALL, TEXAS, March 13, 1888.

At a special meeting of Sunset Lodge, No. 177, of the B. of L. F., the following resolutions were adopted:

WHEREAS, It is with heartfelt sorrow that we

are called upon to announce that death has once more invaded our ranks, and taken from our midst Bro. John C. Cleury.

WHEREAS, From personal acquaintance we mourn the loss of our Brother as an earnest supporter of the principles of our Order, and one whose life was always in accordance with our motto; therefore be it

Resolved, That while we bow in humble submission to the decree of Divine Providence, we deeply deplore the loss, and shall fondly cherish the memory of our departed Brother. In the death of Bro. Cleury, Sunset Lodge, No. 177, has lost one of its most exemplary members and conscientious supporters, his companions a staunch, faithful friend and society a benevolent, sociable man.

Resolved, As a token of respect for our departed Brother, that our charter be draped in mourning for the space of thirty days, that a page of our Record be dedicated to the memory of our deceased Brother, that a copy of these resolutions be presented to his friends and that they be published in the *Firemen's Magazine*.

J. L. PHILLIPS,
T. P. DAVIS,
GEO. M. LOVELL, } *Committee.*

PHILADELPHIA, PA., March 25, 1888.

At a regular meeting of Ellsworth Lodge, No. 334, B. of L. F., held on the above date, the following resolutions were adopted:

WHEREAS, Ellsworth Lodge, No. 334, is the happy recipient of a beautiful pedestal cover, presented by Mrs. Edward Albertson; therefore be it

Resolved, That with feelings of profound respect and gratitude we accept the beautiful cover, so generously presented by Mrs. Albertson as a token of esteem of our Order. Be it further

Resolved, That a copy of these resolutions be spread on the minutes and a copy sent to the *Firemen's Magazine* for publication.

T. M. GENAY,
H. A. KRAUSS,
H. YOCUM, } *Committee.*

HARRISBURG, PA., March 16, 1888.

At a special meeting held by a committee appointed by the Master of Harrisburg Lodge, No. 174, B. of L. F., the following resolutions were adopted to be presented to the Lodge:

WHEREAS, In his great wisdom, Almighty God has removed from our midst our worthy and esteemed Bro. Chas. H. Moyer, who was killed in a railroad accident, Monday, March 12, whereby this Lodge is called upon to drape its charter in mourning for the first time; therefore be it

Resolved, That in the death of Bro. Moyer, this Lodge, has lost a worthy member, his relatives a young man that they might well feel proud of, the wife a loving husband, his only son a kind and affectionate father, the community in which he lived an equally promising citizen and the Pennsylvania Railroad an industrious, sober and obedient employee.

Resolved, That we tender our thanks to the ladies and friends, also Harrisburg Div. No. 74, B. of L. F., for the floral tributes offered in memory of our deceased Brother and the following railroad organizations that participated in the funeral of our deceased Brother, viz.: Harrisburg Div. No. 74, B. of L. F., Dauphin Div. No. 143, O. of R. C., Keystone Lodge, No. 42, B. of R. B.

Resolved, That as a tribute of respect to the memory of our deceased Brother, we drape our charter in mourning for the space of thirty days and that these resolutions be spread in the minutes of this Lodge; that a printed copy be sent to the family of deceased and a copy be sent to the Harrisburg papers and *Firemen's Magazine* for publication.

H. GINGRICH,
REUBEN J. SEITZ,
E. E. EWING, } *Committee.*

Acknowledgments.

DONALD, B. C., March 24, 1888,

MR. EDITOR:—Through the columns of the *Magazine* Gold Range Lodge No. 341, wishes to return sincere thanks to our worthy Bro. W. F. Vanantwerp for the elegant fram for our chart, and also our esteemed Bro. John Simons for the beautiful altar cushion presented at a regular meeting held March 21, 1888.

R. J. GEDDIS,
A. E. WALKER, } *Committee.*
L. H. CORSON.

UNION, MO., January 21st, 1888.

To the Brotherhood of Locomotive Firemen, John M. Raymond Lodge, No. 49:

DEAR SIR:—Please accept my grateful thanks for the prompt payment of the insurance policy on the life of my beloved son, Thomas M. Teasdale. The respect shown by you all to his memory, and your tender sympathy and kindness to me and mine in our terrible sorrow, will never be forgotten. May the dear Lord's richest blessing rest upon you all in the prayer of your friend,
MRS. H. W. TEASDALE.

JEFFERSONVILLE, IND., April 11, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

Permit me through the columns of the *Magazine* to thank you for the draft for fifteen hundred dollars, due me upon my disability claim. I feel very grateful and trust that those may read this acknowledgement will realize the importance of being faithful in the requirements of our noble Order. May prosperity attend our grand officers and all our members in my prayer.
Yours fraternally,
ALBERT B. CHAMBERS.

ST. LOUIS, April 16, 1888.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I wish to acknowledge through our valuable *Magazine* the receipt of a draft for \$1,500, the amount due me on my disability claim. Permit me to tender the Brotherhood my sincere thanks and gratitude, more particularly to the members of Industrial Lodge No. 21, for their kindness. That our Heavenly Father may watch over our Brotherhood and protect its members from affliction, is the sincere wish of your ever grateful brother,
JOHN V. BLOCKER.

EVERGREEN, OHIO, February 11, 1888.

To the Brotherhood of Locomotive Firemen:

Allow us to say we have received of the officers of Kenesaw Lodge, No. 247, of which our son was a devoted member, a draft for \$1,500, the amount of the policy held by our son, George Donnelly. We wish to express our devoted thanks to the members of Kenesaw Lodge, and especially to Mr. H. Waters for his kindness in accompanying the remains home and to their last resting place. We wish to thank the Brotherhood for all the kindness shown us in our bereavement.
I. D. and HELEN DONNELLY.

HURON, DAK., February 24, 1888.

To the Officers and Members of Prairie Lodge, No. 170, B. of L. F.:

GENTLEMEN AND BROTHERS:—I sincerely thank you for your kindness, good will and gentlemanly spirit, shown me, and my family during my sickness. I should only be too glad to repay you in some manner, but I deeply regret that I am not able. Still I hope and pray if any of you are so unfortunate as to be afflicted in any way that you will receive the same good, kind atten-

tion that I have had at your hands. I also acknowledge receipt of draft for \$1,500, the amount of my Disability Claim, which I received through the hands of our Receiver, Bro. J. C. Graeff. Brothers, you have my heartfelt thanks. I remain yours fraternally.
DAVID BARTLETT.

HURON, DAK., February 25, 1888.

To the Members of Prairie Lodge, No. 170.

DEAR SIR:—Allow us to thank you for your very great kindness shown us and for the kind spirit in which everything was done. We feel under great obligations to you all, and sincerely hope that we may be able (though under different circumstances) to return in some slight degree, the many kindnesses we received. Allow us to say our sick benefits have always been satisfactorily adjusted, though our Receiver would sometimes make an excuse because he did not come around a little sooner, but none was necessary. We knew too well what you boys have to do, especially in such weather as we have had this winter. We never ran out of money and always had everything that was really necessary for anyone to have, and last, but not least, allow us to acknowledge the receipt of a draft for \$1,500, the amount of our insurance. Even this cannot be appreciated any more highly than your many kind words and actions during the time of our bereavement. We sincerely hope there are none who begrudge us this, for I would a great deal rather than ten times that amount, have good health and strength and be able to earn our little living. I hope to be able soon to meet again with you. Should we decide to remain here and engage in some small business we trust you will be the same true friends you have always been to us. We shall be glad at any time to have you call on us. Brothers, you have our very best wishes that you have the best of health and strength to enjoy long, happy and prosperous lives.
Yours fraternally,
MR. AND MRS. DAVID BARTLETT.

BURLINGTON, IOWA, December 19, 1887.

Editor Locomotive Firemen's Magazine:

Since the death of our son, Harry, we have have often thought of writing, but could find no words adequate to convey our feelings of gratitude to the members of Herald Lodge for their kindness during Harry's sickness. As words are a media for the communication of thoughts and the expression of feelings, some words are more important than others. The importance of a word is to be determined by the amount, character, and relations of the feelings which it communicates. All words do not contain thought, all thoughts are not great and all great thoughts are not good, but the word "*Love*" has latitude in the locomotive firemen's heart, also the engineers', who so tenderly cared for us, and their unremitting attentions during the last sad rites of bearing our son to his last earthly resting place. O, may heaven's choicest blessings rest upon them all. They are dear to us, especially his engineer, H. Garmand, his mother, also his wife and C. Earnest, Wm. Parr, Wilder and their wives, who made such sacrifices of time and toil. It cheered the heart of his mother, whom Harry so dearly loved, and the heart of the aged father, near four score and ten, in time of affliction. The draft for \$1,500 was handed to the mother by Messrs. Fads and Bowser, for which accept our thanks. Yes, gentlemen, we love you all, and with Harry we love Herald Lodge, No. 161. We love the *Magazine*, it is among the best magazines issued. Will its editor accept, with all of your brethren, the loving thanks of
REV. M. and MRS. L. M. EDWARDS.

How can a watch go when the mainspring is clogged? How can you be in good health when your liver is in a similar condition? Take Warner's Log Cabin Liver Pills and put all the machinery of life in good order. Sold by all druggists.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

JUNE, 1888.



OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., June 1, 1888. }

Assessment Notice for June.

ASSESSMENT No. 20, \$1.00.

To Subordinate Lodges.

DEAR SIRS AND BROTHERS: You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 201. Chas. Bretz, of St. Joseph Lodge, No. 43, was killed by Railroad Accident, October 18th, 1887.

CLAIM No. 202. J. C. Dolan, of Ozark Lodge, No. 280, died of Consumption, October 25th, 1887.

CLAIM No. 203. Chas. P. Grupe, of San Diego Lodge, No. 90, was killed by Railroad Accident, December 11th, 1887.

CLAIM No. 204. E. Gustafson, of Custer Lodge, No. 191, was killed by Railroad Accident, January 10th, 1888.

CLAIM No. 205. Thos. Kane, of Sunset Lodge, No. 177, died of Consumption, February 11th, 1888.

CLAIM No. 206. T. J. McDonald, of St. Joseph Lodge, No. 43, died of Consumption, February 22d, 1888.

CLAIM No. 207. Frank Snyder, of Alpha Lodge, No. 28, was killed by the Falling of a Crane, March 7th, 1888.

CLAIM No. 208. S. M. Kennelly, of Lake Shore Lodge, No. 183, was killed by Falling from his Engine, March 18th, 1888.

CLAIM No. 209. J. A. Westerfield, of Orange Grove Lodge, No. 97, was killed in a Collision, April 3d, 1888.

CLAIM No. 210. M. J. Qualey, of Herald Lodge, No. 161, died of Typhoid Fever, April 6th, 1888.

CLAIM No. 211. Allen Boice, of Deer Park Lodge, No. 1, was killed by Explosion, April 6th, 1888.

CLAIM No. 212. John E. Pratt, of Marble City Lodge, No. 355, was killed by Railroad Accident, April 6th, 1888.

CLAIM No. 213. Chas. Scheid, of Minneapolis Lodge, No. 270, died of Consumption, April 13th, 1888.

CLAIM No. 214. Alonzo D. Nicol, of Old Fort Lodge, No. 347, died from Exhausting Emesis, April 14th, 1888.

CLAIM No. 215. C. F. Brownell, of Sunset Lodge, No. 177, was killed by Railroad Accident, April 18th, 1888.

CLAIM No. 216. R. H. Scott, of Advance Lodge, No. 101, died of Malarial Fever, April 27th, 1888.

CLAIM No. 217. Richard Spry, of Challenge Lodge, No. 66, was declared totally disabled with Heart Disease, May 9th, 1888.

CLAIM No. 218. Dawson Spangler, of Mount Penn Lodge, No. 317, was declared totally disabled with Fistula, May 10th, 1888.

CLAIM No. 219. Wm. F. S. Lauffer, of Three Brothers Lodge, No. 235, was declared totally disabled with Concussion of Brain, May 15th, 1888.

An assessment of ONE DOLLAR is levied upon Claim No. 219, and all members who were admitted on or before May 15th, 1888, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before June 25th, 1888, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., May 1, 1888. }

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending April 30, 1888:

RECEIPTS.

Lodge No.	Back Assess'm'ts.	Assess'm'ts No. 17.	TOTAL.	Lodge No.	Back Assess'm'ts.	Assess'm'ts No. 17.	TOTAL.
1	\$12 00	\$74 00	\$86 00	31	\$2 00	\$44 00	\$46 00
2	12 00	21 00	33 00	32	..	28 00	28 00
3	35 00	179 00	214 00	33	..	57 00	57 00
4	12 00	101 00	113 00	34	..	61 00	61 00
5	..	92 00	92 00	35	..	..	..
6	4 00	68 00	72 00	36	6 00	60 00	66 00
7	4 00	34 00	38 00	37	..	43 00	43 00
8	6 00	56 00	62 00	38	..	66 00	66 00
9	116 00	88 00	214 00	39	12 00	35 00	47 00
10	4 00	64 00	68 00	40	..	22 00	22 00
11	1 00	112 00	113 00	41	..	31 00	31 00
12	50 00	248 00	298 00	42	31 00	31 00	62 00
13	..	96 00	96 00	43	..	..	..
14	24 00	149 00	173 00	44	9 00	75 00	84 00
15	..	45 00	45 00	45	5 00	61 00	66 00
16	1 00	132 00	133 00	46	1 00	46 00	47 00
17	..	23 00	23 00	47	18 00	77 00	95 00
18	12 00	59 00	71 00	48	..	69 00	69 00
19	52 00	..	52 00	49	..	40 00	40 00
20	2 00	30 00	32 00	50	..	..	..
21	4 00	48 00	52 00	51	10 00	50 00	60 00
22	8 00	22 00	30 00	52	1 00	91 00	92 00
23	53 00	..	53 00	53	..	30 00	30 00
24	2 00	36 00	38 00	54	6 00	87 00	93 00
25	19 00	69 00	88 00	55	..	23 00	23 00
26	4 00	69 00	73 00	56	6 00	19 00	25 00
27	..	86 00	86 00	57	6 00	236 00	242 00
28	4 00	70 00	74 00	58	17 00	14 00	31 00
29	..	36 00	36 00	59	50 00	62 00	112 00
30	10 00	15 00	25 00	60	5 00	76 00	81 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm'ts No. 17.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm'ts No. 17.	TOTAL.
61	\$2 00	\$51 00	\$53 00	141	\$16 00	\$99 00	\$115 00
62	50 00	50 00	100 00	142	4 00	83 00	87 00
63	42 00	42 00	84 00	143	12 00	17 00	29 00
64	14 00	16 00	30 00	144	57 00	28 00	85 00
65	58 00	58 00	116 00	145	39 00	39 00	78 00
66	59 00	61 00	120 00	146	46 00	46 00	92 00
67	101 00	101 00	202 00	147	27 00	27 00	54 00
68	50 00	65 00	115 00	148	219 00	231 00	450 00
69	43 00	43 00	86 00	149	12 00	52 00	64 00
70	32 00	35 00	67 00	150	7 00	57 00	64 00
71	72 00	72 00	144 00	151	2 00	34 00	36 00
72	128 00	136 00	264 00	152	6 00	35 00	41 00
73	66 00	66 00	132 00	153	47 00	47 00	94 00
74	24 00	24 00	48 00	154	21 00	30 00	51 00
75	148 00	168 00	316 00	155	70 00	77 00	147 00
76	36 00	48 00	84 00	156	39 00	47 00	86 00
77	108 00	120 00	228 00	157	46 00	46 00	92 00
78	116 00	120 00	236 00	158	45 00	92 00	137 00
79	50 00	50 00	100 00	159	20 00	34 00	54 00
80	89 00	85 00	174 00	160	7 00	48 00	55 00
81	88 00	89 00	177 00	161	3 00	45 00	48 00
82	1 00	88 00	89 00	162	14 00	30 00	44 00
83	5 00	47 00	52 00	163	39 00	39 00	78 00
84	70 00	70 00	140 00	164	43 00	43 00	86 00
85	43 00	40 00	83 00	165	48 00	34 00	82 00
86	4 00	57 00	61 00	166	34 00	51 00	85 00
87	34 00	34 00	68 00	167	124 00	126 00	250 00
88	46 00	46 00	92 00	168	36 00	45 00	81 00
89	32 00	32 00	64 00	169	21 00	22 00	43 00
90	9 00	41 00	50 00	170	1 00	48 00	49 00
91	20 00	20 00	40 00	171	5 00	44 00	49 00
92	68 00	72 00	140 00	172	11 00	139 00	150 00
93	45 00	45 00	90 00	173	45 00	45 00	90 00
94	104 00	104 00	208 00	174	15 00	15 00	30 00
95	49 00	49 00	98 00	175	5 00	53 00	58 00
96	59 00	72 00	131 00	176	11 00	57 00	68 00
97	34 00	34 00	68 00	177	54 00	58 00	112 00
98	92 00	102 00	194 00	178	7 00	7 00	14 00
99	32 00	34 00	66 00	179	22 00	22 00	44 00
100	116 00	134 00	250 00	180	34 00	34 00	68 00
101	26 00	30 00	56 00	181	33 00	33 00	66 00
102	110 00	130 00	240 00	182	19 00	19 00	38 00
103	26 00	27 00	53 00	183	13 00	16 00	29 00
104	95 00	98 00	193 00	184	53 00	104 00	157 00
105	25 00	25 00	50 00	185	75 00	75 00	150 00
106	94 00	102 00	196 00	186	32 00	41 00	73 00
107	21 00	21 00	42 00	187	19 00	23 00	42 00
108	59 00	71 00	130 00	188	25 00	25 00	50 00
109	24 00	24 00	48 00	189	17 00	33 00	50 00
110	64 00	64 00	128 00	190	22 00	22 00	44 00
111	37 00	37 00	74 00	191	28 00	28 00	56 00
112	35 00	38 00	73 00	192	33 00	33 00	66 00
113	19 00	19 00	38 00	193	24 00	24 00	48 00
114	25 00	26 00	51 00	194	18 00	24 00	42 00
115	52 00	58 00	110 00	195	40 00	40 00	80 00
116	52 00	52 00	104 00	196	22 00	24 00	46 00
117	23 00	27 00	50 00	197	31 00	31 00	62 00
118	34 00	48 00	82 00	198	8 00	17 00	25 00
119	81 00	87 00	168 00	199	40 00	48 00	88 00
120	59 00	59 00	118 00	200	48 00	48 00	96 00
121	53 00	54 00	107 00	201	52 00	57 00	109 00
122	65 00	75 00	140 00	202	13 00	17 00	30 00
123	33 00	33 00	66 00	203	64 00	64 00	128 00
124	41 00	76 00	117 00	204	69 00	69 00	138 00
125	28 00	28 00	56 00	205	44 00	44 00	88 00
126	55 00	63 00	118 00	206	21 00	21 00	42 00
127	20 00	20 00	40 00	207	60 00	67 00	127 00
128	62 00	62 00	124 00	208	26 00	53 00	79 00
129	83 00	92 00	175 00	209	28 00	28 00	56 00
130	45 00	50 00	95 00	210	41 00	43 00	84 00
131	36 00	49 00	85 00	211	52 00	52 00	104 00
132	29 00	29 00	58 00	212	58 00	61 00	119 00
133	33 00	33 00	66 00	213	30 00	30 00	60 00
134	15 00	23 00	38 00	214	6 00	6 00	12 00
135	30 00	30 00	60 00	215	48 00	50 00	98 00
136	35 00	35 00	70 00	216	54 00	56 00	110 00
137	22 00	22 00	44 00	217	67 00	67 00	134 00
138	22 00	22 00	44 00	218	26 00	26 00	52 00
139	21 00	21 00	42 00	219	28 00	28 00	56 00
140	48 00	69 00	117 00	220	41 00	43 00	84 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm'ts No. 17.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm'ts No. 17.	TOTAL.
221		\$34 00	\$34 00	301	\$2 00	\$24 00	\$26 00
222	\$16 00	19 00	35 00	302		20 00	20 00
223		12 00	12 00	303		20 00	20 00
224	2 00	34 00	32 00	304		31 00	31 00
225		22 00	22 00	305		9 00	9 00
226		30 00	30 00	306	2 00	42 00	44 00
227		24 00	21 00	307	2 00	42 00	44 00
228		115 00	115 00	308	2 00		2 00
229		35 00	35 00	309	2 00	30 00	32 00
230		63 00	63 00	310	2 00	31 00	33 00
231	8 00	52 00	55 00	311		35 00	25 00
232	32 00	18 00	50 00	312		25 00	25 00
233		32 00	32 00	313	8 00	36 00	44 00
234	42 00		42 00	314	4 00		4 00
235	1 00	38 00	39 00	315	4 00	42 00	46 00
236				316	1 00	44 00	45 00
237	41 00	57 00	98 00	317		60 00	60 00
238		20 00	20 00	318	5 00	14 00	19 00
239		33 00	33 00	319	5 00	27 00	32 00
240	1 00	57 00	88 00	320	29 00	30 00	59 00
241				321	7 00	14 00	21 00
242		71 00	71 00	322	14 00	34 00	48 00
243		15 00	15 00	323	12 00	40 00	52 00
244		91 00	97 00	324		9 00	9 00
245	6 00	33 00	33 00	325		32 00	32 00
246	14 00	53 00	67 00	326	19 00	36 00	55 00
247		23 00	23 00	327			
248		33 00	43 00	328	5 00	33 00	38 00
249	10 00	15 00	21 00	329		17 00	17 00
250	6 00	79 00	79 00	330		13 00	13 00
251		47 00	47 00	331	2 00	28 00	30 00
252	2 00	84 00	86 00	332		16 00	16 00
253		36 00	36 00	333		80 00	80 00
254	5 00	24 00	29 00	334		17 00	17 00
255	3 00	25 00	28 00	335	6 00	27 00	33 00
256		20 00	20 00	336			
257		30 00	30 00	337	6 00	50 00	56 00
258		24 00	24 00	338		18 00	18 00
259				339		16 00	16 00
260		18 00	18 00	340	3 00	21 00	24 00
261		29 00	29 00	341		22 00	22 00
262		30 00	30 00	342		18 00	18 00
263		40 00	40 00	343	2 00	13 00	15 00
264	17 00	46 00	63 00	344		17 00	17 00
265	4 00	59 00	63 00	345	1 00	15 00	16 00
266	3 00	45 00	48 00	346		12 00	12 00
267	23 00	29 00	52 00	347		14 00	14 00
268		10 00	10 00	348		17 00	17 00
269	2 00	47 00	49 00	349			
270		68 00	68 00	350		23 00	23 00
271		22 00	22 00	351		13 00	13 00
272		30 00	30 00	352		36 00	36 00
273		39 00	39 00	353		25 00	25 00
274	13 00		13 00	354	1 00	52 00	53 00
275		36 00	36 00	355	24 00	18 00	42 00
276				356		29 00	29 00
277		10 00	10 00	357		44 00	44 00
278	15 00		15 00	358		18 00	18 00
279	5 00	7 00	12 00	359		18 00	18 00
280	4 00	32 00	36 00	360	6 00	32 00	38 00
281	6 00	32 00	38 00	361	5 00	29 00	34 00
282	30 00	30 00	60 00	362		19 00	19 00
283	4 00	37 00	41 00	363	38 00	32 00	68 00
284		83 00	83 00	364		18 00	18 00
285		41 00	41 00	365		27 00	27 00
286	13 00	71 00	84 00	366	2 00	9 00	11 00
287	2 00	99 00	101 00	367		15 00	15 00
288		19 00	19 00	368		12 00	12 00
289	9 00	8 00	17 00	369		20 00	20 00
290		23 00	23 00	370		19 00	19 00
291	8 00	61 00	69 00	371		15 00	15 00
292		26 00	26 00	372		19 00	19 00
293		25 00	25 00	373	16 00		16 00
294	1 00	23 00	24 00	374		7 00	7 00
295		22 00	22 00	375		15 00	15 00
296		20 00	20 00	376	2 00	16 00	18 00
297		12 00	12 00	377		18 00	18 00
298		16 00	16 00	378		17 00	17 00
299		34 00	34 00	379		21 00	21 00
300		40 00	40 00				

Balance on hand April 1	\$23,431 00
Received during month	17,496 00
Total	\$40,927 00
By Claims 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190 and 191	\$18,000 00

Balance on hand May 1 \$22,927 00

Respectfully submitted,

EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
Box 666, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

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Box 788, Fort Dodge, Iowa.

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W. H. McDONNELL 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. **DEER PARK; Port Jervis, N. Y.**
Meets in Union Hall at 2 P. M. every Sunday.
G. E. Carmer Master
Wm. Uhlman Secretary
Wm. Van Dine Collector
C. E. Barkman, Box 26 Receiver
S. H. Ferguson, Box 386 Magazine Agent

2. **HAND IN HAND; Providence, R. I.**
Meets 2d Monday of each month, at 8:30 P. M., in Engineers' Hall.
C. Anthony Taft, 326 Chalkstone ave. Master
Jas. Healy, 68 Lippitt St Secretary
W. A. Aldrich, 271 Smith St Collector
J. W. Williams, 25 Kilton st., Taunton, Mass. Receiver
C. E. Harmon, East Providence, R. I. Magazine Agent

3. **ADOPTED DAUGHTER; Jersey City, N. J.**
Meets 2d and 4th Sundays in bank building, Cor. Washington and Plymouth Sts.
Jos. Capner, Jr., 243 Second St Master
E. P. Hutton, 178 Fourth St Secretary
J. B. Sweet, 147 Academy St Collector
C. E. Benter, 403 E. 89th St., New York City Receiver
S. Simpson, 572 Jersey Ave. Magazine Agent

4. **GREAT EASTERN; Portland, Maine.**
Meets in B. of L. E. Hall, 1st and 3d Sundays.
W. P. F. Carroll, 89 Summer St. Master
C. D. Getchell, 11 Brattle St Secretary
A. E. Dennison, 23 Merrill St Collector
F. A. Huff, 47 Hanover St Receiver
F. E. Pottle, 72 Waterville st. Mag. Agent

5. **CHARITY; St. Thomas, Ontario.**
Meets in Engineer's Hall every Tuesday at P. M.
Thos. Quirk, Box 1273 Master
A. S. Adams, Box 1273 Secretary
L. D. Norton, Box 1273 Collector
Frank Turrill, Box 1273 Receiver
Wm. Deyell, Box 1273 Magazine Agent

6. **PRIDE OF THE WEST; De Soto, Mo.**
Meets 1st and 3d Mondays at 1 P. M.
R. H. Lanham, Box 403 Master
F. J. Parker, Box 431 Secretary
Fred Gratiot Collector
John Moore, Box 189 Receiver
Wm. Ross Magazine Agent

7. **POTOMAC; Washington, D. C.**
Meets 2d and 4th Sunday of each month at 2 P. M., Cor. 13 $\frac{1}{2}$ and E St. N. W.
James B. May 477 $\frac{1}{2}$ F. St. S. W. Master
Wm. C. Jasper, 906 Fourth St., S. E. Secretary
A. J. Williams, 327 C. St., S. W. Collector
P. P. Luddy, 426 4 $\frac{1}{2}$ St. S. W. Receiver
Jos. M. Harmon, 1417 Maryland Ave., Baltimore, Md. Mag. Agent

8. **RED RIVER; Denison City, Texas.**
Meets in King's Hall, Woodford St., every Saturday at 7 P. M.
J. F. Cramer Master
Louis Horner, L. Box 682 Secretary
T. W. Weaver Collector
J. Crofton, L. Box 318 Receiver
C. W. Jeffries Magazine Agent

9. **FRANKLIN; Columbus, Ohio.**
Meets at 64 $\frac{1}{2}$ N. High St., first Monday and third Tuesday evenings.
F. W. Arnold, 544 E. Main St. Master
C. C. Coit, 204 Baird St. Secretary
N. T. Beynon, 97 St. Clair St Collector
F. J. Kistler, 212, 214 South High St Receiver
Leonard Lawrence, 889 Curtis Ave Mag. Agent

10. **FOREST CITY; Cleveland, Ohio.**
Meets 2d and 4th Tuesdays at 7 P. M., in Odd Fellows Hall, 52 Public Square.
Jas. F. Touseley, 24 Alford St., S. 8 Master
A. G. Laubscher, Seward St., W. Secretary
T. P. Curtis, 41 West Madison St. Collector
John Crouse, 31 Penn St Receiver
A. G. Laubschs, Seward St., West Cleveland Mag. Agent

11. **EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays in Grimers Hall.
Ruben Tyndall Master
C. A. Stevenson Secretary
Oliver Kidney, 683 Main St. Collector
J. W. Sinclair, L. Box 96 Receiver
A. L. Vandegrift Mag. Agent

12. **BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. J. Knauff, 61 Delaware Place Master
Wm. J. Bruman, 385 Swan St Secretary
H. Adams, 252 Seneca St Collector
F. H. Coe, 4 Hickory St Receiver
A. S. Bickley, 367 Myrtle St. Magazine Agent

13. **WASHINGTON; Jersey City, N. J.**
Meets 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M. Cor. Maple St. and Pacific Ave.
C. A. Wilson, 141 Pacific Ave. Master
Mellick Shick, 141 Pacific Ave. Secretary
P. C. Quick, Somerville, N. J. Collector
C. A. Wilson, 141 Pacific Ave. Receiver
D. M. Blake, 254 Communipaw Ave., Mag. Agent

14. **EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. at 84 W. Washington St., fourth floor.
Wm. P. McBride, 485 E. Georgia St. Master
Wm. J. Hugo, 45 Ruckle St. Secretary
E. J. Kline, 635 North West St Collector
Wm. J. Hugo, 45 Ruckle St. Receiver
W. R. Jones, 64 So. West St. Mag Agent

- 15. ST. LAWRENCE; Montreal, Canada.**
Meet in St. Charles Club Room, Point St. Charles.
James Murphy, 455 Wellington St., Point St. Charles, Montreal. Master
James Ashcroft, 114 Congregation St., Point St. Charles, Montreal. Secretary
W. F. Stock, 127 1/2 Bourgeois St., Point St. Charles, Montreal. Collector
H. J. Clarke, 49 1/2 Charron St., St. Gabriel, Montreal. Receiver
H. J. Clarke, 49 1/2 Charron St., Pt. St. Charles, Montreal, Canada. Mag. Agent
- 16. VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs. Master
J. F. O'Reilly, 431 N. 4th St. Secretary
Henry Baidersdorf, 203 N. 12th St. Collector
C. A. Bennett, 1004 N. 9th St. Receiver
E. W. Bundy, 702 N. 14 1/2 St. Magazine Agent
- 17. PINE RIDGE; Chadron, Neb.**
Meets 1st and 3d Sundays, at Masonic Hall.
W. M. Shirley, Box 341. Master
E. M. Wiles, L. Box 321. Secretary
E. M. Wiles, L. Box 321. Collector
R. Chandler, L. Box 307. Receiver
J. H. Butler, Long Pine, Neb. Magazine Agent
- 18. WEST END; Slater, Mo.**
Meets in I. O. O. F. Hall 1st and 3d Sunday nights.
E. A. Jones, Box 128. Master
C. S. Frazier, Box 188. Secretary
Greeley Olds. Collector
J. Kinney, Box 154. Receiver
A. Disney. Magazine Agent
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:00 P. M.
J. B. Cunningham, Box 8. Master
W. J. Patten, Box 8. Secretary
H. E. Huston, Box 8. Collector
J. S. Ralitt, Box 8. Receiver
H. L. Huston. Magazine Agent
- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 P. M.
Geo. C. Wells, Box 117. Master
W. R. Van Harten, Box 412. Secretary
Wm. Zerwick, Box 252. Collector
W. R. Van Harten, Box 412. Receiver
E. L. Fick. Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M., at 902 So. 4th St.
Phil. C. Snyder, 712 S. Eighteenth St. Master
Eli Giclas, 944 Chouteau Ave. Secretary
D. C. McClintock, 2016 Gratiot St. Collector
W. A. Murphy, 944 Chouteau Ave. Receiver
Eli Giclas, 944 Chouteau Ave. Magazine Agent
- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
L. Sullivan, 882 W. Washington St., Indianapolis, Ind. Master
F. A. Bonner. Secretary
Dan. O'Connor. Collector
L. Sullivan, 882 W. Washington St., Indianapolis, Ind. Receiver
George Brash. Magazine Agent
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Mondays, over Wheeler's bank.
M. Stevens. Master
J. H. Snoddy, Box 7. Secretary
J. S. Ott, Box 381. Collector
J. H. Snoddy, Box 7. Receiver
W. P. Stephens. Magazine Agent
- 24. GREAT WESTERN; Parsons, Kansas.**
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
J. E. Powell, Box 144. Master
F. E. Green, Box 413. Secretary
J. G. Morris, Box 238. Collector
J. E. Powell, Box 144. Receiver
J. W. Terrell, Box 322. Mag. Agent
- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
W. H. Cummings, Box 426. Master
George McCormack, Box 2. Secretary
H. C. Barron, Box 766. Collector
Simon Rogers. Receiver
W. J. Webster. Magazine Agent
- 26. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays in B. L. E. Hall.
Thos. Williams. Master
Thomas Williams. Secretary
H. E. Mege. Collector
C. W. Lambertson. Receiver
C. A. Rich. Magazine Agent
- 27. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d Sunday at 2:30 P. M. and 4th Mondays at 7:30 P. M. at Room 13 O'Hara's Block.
F. McArdle, 336 B Ave., west. Master
A. A. Owens, 178 C Ave. Secretary
J. L. Jennings, 328 G Ave, W. Collector
C. B. Everett, 46 avenue A. Receiver
J. H. McKenzie, 172 B Ave. Magazine Agent
- 28. ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
Chas. W. Baskins. Master
John T. Stuart, Box 367. Secretary
W. H. Coleman, Box 214. Collector
M. J. Cronen. Receiver
B. H. Stimson Box 15. Magazine Agent
- 29. CERRO GORDO; Mason City, Iowa.**
Meets 1st and 3d Tuesday evening of each month cor. Second and Main Sts.
Chas S. Holman. Master
J. H. Fulton, Box 706. Secretary
Max Newbourn. Collector
J. H. Fulton, Box 706. Receiver
Stephen A. Trine. Mag. Agent
- 30. CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
E. T. Gregory, 514 Saxon St. Master
R. A. Corson, Box 1154. Secretary
E. T. Gregory, 514 Saxon St. Collector
R. A. Corson, Box 1154. Receiver
F. Fern, care J. C. R. R. shop. Magazine Agent
- 31. R. E. CENTRE; Atchison, Kansas.**
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
M. Warner, 1001 Commercial St. Master
C. H. Salisbury, 103 Fourteenth St. Secretary
Frank Short, 1511 Main St. Collector
John Connor, 1408 Main St. Receiver
C. H. Norris, 901 Commercial St. Mag. Agent
- 32. BORDER; Ellis, Kansas.**
Meets Tuesday evenings at 7:30 in I. O. O. F. Hall.
G. M. McClure, Box 205. Master
J. L. Clark, Box 244. Secretary
A. M. Petrie, Box 108. Collector
T. J. Welsh, Box 107. Receiver
Harry Stigall. Magazine Agent
- 33. SUCCESS; Trenton, Mo.**
Meets in O. R. C. Hall 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays at 7 P. M.
R. N. Sugg. Master
Thomas Griffin, Box 145. Secretary
Wm. Echermen. Collector
F. White. Receiver
F. J. Fischer. Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets 1st and 3d Sundays at 2:30 P. M. in Engineer's Hall, Fourth St.
 John A. Lake, 419 Tenth Ave. Master
 J. M. Wheeler, 515 Comanche Ave. Secretary
 F. A. Kinch, 522 Seventh Ave Box 381 Collector
 Wm. Irving, 534 6th Ave. Receiver
 Joseph F. Butler, 1705 S. 5th St. Mag. Agent

36. TIPPECANOE; Lafayette, Ind.

Meets in Red Men's Hall at 2 P. M. Sundays
 J. E. Crusey, 193 N. 6th St. Master
 G. H. Newburg, 189 N. Sixth St. Secretary
 Geo. E. Smith, Columbia street Reel House, bet. 5th and 6th Collector
 W. R. Johnson, 110 S. 4th St. Receiver
 M. S. Hewes, 82 Smith St. Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets every Sunday at 2 P. M.
 H. G. McCormick, Box 151 Master
 W. D. Holton Secretary
 W. D. Hoton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets 1st and 3d Sundays at 2 P. M.
 Wm. O'Brien, Box 318 Master
 J. T. Burke, Box 318 Secretary
 Wm. O'Brien, Box 318 Collector
 G. Nurey, Box 318 Receiver
 Eugene A. Ball Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets 2d and 4th Sundays at 2 P. M., in Red Men's Hall.
 W. T. Clark, 2504 Fifth Ave. Master
 C. J. Dahl, 305½ 9th Ave. Secretary
 J. McDarron Collector
 R. E. Reeves Receiver
 Carl Boltz, 3031 Fifth Ave. Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets 910 W. Chestnut st., Tuesdays, at 7:30 P. M.
 E. Browning, 714½ W. Washington St. Master
 W. Cavanaugh, 902 N. Lee St. Secretary
 Geo. Meade Collector
 W. Cavanaugh, 902 N. Lee St. Receiver
 Ed. J. Spreen, 608 N. Mason St., Magazine Agent

41. ONWARD; Dickinson, Dakota.

Meets every Thursday at 7:30 P. M.
 W. F. Cunningham, L. Box 215 Master
 O. A. Daaskey, Box 17 Secretary
 E. E. Hagan Collector
 Joe Crosthwaite Receiver
 E. E. Hagan Magazine Agent

42. ELMO; Madison, Wis.

Meets in Good Templars Hall 2d and 4th Sundays.
 A. Tyler, 821 University Ave. Master
 Peter Former, 701 Main St. Secretary
 Jno. Harrington, 520 Main St. Collector
 A. Tyler, 821 University Ave. Receiver
 Alfred Tyler, 821 University Ave. Mag. Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets 1st and 3d Thursdays at I. O. O. F. Hall, 10 Pacific St.
 F. O. Porter, N. E. Cor. Thirteenth and Penn. Sts. Master
 W. W. Sowden, 2123 S. Fifth St. Secretary
 Jas. Hyndman, 2216 S. Sixth St. Collector
 C. B. Wilson, 2203 S. Sixth St. Receiver
 C. B. Porter, K. C. St. Jo. & C. B. R. H. Mag. Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets alternate Tuesdays, at 7:30 P. M. in Jackiesch Hall on Missouri and Main sts.
 T. J. Hayes, Box 375 Master
 C. E. Long, Box 354 Secretary
 John U. Roy Collector
 Thos. Halpin Receiver
 T. J. Hayes, Box 375 Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 Jept Stout, 806 W. Fifth St. Master
 Ed Chamberlain, 815 Water St. Secretary
 Thos. A. Howell, 1415 W. 4th St. Collector
 George Emery, 802 No th St. Receiver
 Ed Chamberlain, 815 Water St. Mag. Agent

46. CAPITAL; Springfield, Ill.

Meets at Engineers' Hall, 217 South 5th st, 1st and 3d Sundays at 2 P. M.
 A. Cunningham, 1125 North 5th st. Master
 A. D. Hensley, 911 E. Reservoir st. Secretary
 J. Shafer, 416 Monroe st. Collector
 Thos. P. Walsh, 1424 South 7th st. Receiver
 E. W. Rowland, 602 S. Seventh St. Mag. Agent

47. TRIUMPHANT; Chicago, Ill.

Meets 2d Monday evening and 4th Sunday afternoons in P. S. O. of A. Hall, 146 E. 22d St.
 Thos. S. Deegan, 298 E 22d St. Master
 Harry Shilling, 3247 Dearborn St. Secretary
 Harry Shilling, 3247 Dearborn St. Collector
 Peter Schlas, 1447 Michigan Ave. Receiver
 Martin Creighton, 1438 Indiana Ave. Mag. Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
 A. G. Elbertson, 1024 N. Jefferson St. Master
 J. V. Johnson, 412 Spencer St. Secretary
 W. A. McMillan, 204 State St. Collector
 G. O. Watt, 617 1st St. Receiver
 Jas. E. Dillon, 508 Frink St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets 2d and 4th Sundays at 3 P. M., in Engineer's Hall, E. Eldorado St.
 A. H. Sutton, 875 N. Water St. Master
 Geo. Green, 1172 E. Marietta St. Secretary
 Wm. H. Slater, 637 E. North st. Collector
 Geo. Bashford, 730 N. Church St. Receiver
 Wm. Langelt, 903 N. Morgan st. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets 1st and 3d Saturdays at 7:30 P. M.
 H. W. Rouscup, 524 Fifty-sixth St. Master
 John E. Davis, 5590 Butterfield St. Secretary
 W. H. Green, 4837 State St. Collector
 J. J. Coffey, 4234 Atlantic St. Receiver
 G. W. Brislen, 4700 Wabash Ave. Mag. Agent

51. FRISCO; North Springfield, Mo

Meets 2d and 4th Saturdays of each month at 7:30 P. M. in Masonic Hall.
 E. R. Harlan Master
 Michael Gaffney Secretary
 George Hasler Collector
 C. H. Swingler Receiver
 Chas. Schuler Mag. Agent

52. GOOD WILL; Logansport, Ind.

Meets every Sundays at 2 P. M., Cor. Fourth and Market Sts.
 H. C. Swadener, 1408 E. Broadway Master
 W. A. McDonald, 1216 Smead St. Secretary
 F. M. Wilt, 822 Fifteenth St. Collector
 E. H. Laing, 1423 E. Broadway Receiver
 J. A. Holland, corner George and 15th Sts. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets 1st and 3d Sundays of each month at A. O. U. W. Hall, cor. Fifth and Conn sts.
 John Turnpaugh, 2 Pine St. Master
 Alvin Deen, Box 1198 Secretary
 Jas. T. Bunt, 475 Neosho St. Collector
 A. E. Pearce, L. box 1201 Receiver
 W. R. Samuels, 524 Rural St. Mag. Agent

54. ANCHOR; Moberly, Mo.

Meet Tuesdays at 7 P. M. in Supplies Bros. Hall.
 J. E. Madden Master
 L. H. Kettler, Box 113 Secretary
 James Scully, Box 543 Collector
 James Dickson, Box 110 Receiver
 J. S. Hannah, Box 1574 Mag. Agent

55. BLUFF CITY; Memphis, Tenn.

Meets 2d and 4th Thursday evenings, at No. 16 Johnson Ave.
 Jacob Fuches, L. & N. Shops Master
 John Spellman, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 Laurence Fox, L. & N. Shops Receiver
 J. E. McFadden, 186 Johnson ave. Mag. Agent

56. BANNER; Stanberry, Mo.

Meets every Saturday night at 7:30 P. M.
 D. L. Collier Master
 T. H. Robotham Secretary
 D. L. Collier Collector
 J. J. Smith Receiver
 George Mock Mag. Agent

57. BOSTON; Boston, Mass.

Meets 1st and 3d Sundays of each month at Odin Hall, 47 Hanover st.
 H. E. Stevens, 5 Davis St. Master
 T. H. Haines, Ocean View St., Winthrop, Mass. Secretary
 A. W. Spurr, 66 Hammond St. Collector
 C. A. Fisher, 32 E. Springfield St. Receiver
 L. R. Stewart, 38 Cross St., East Somerville, Mass. Mag. Agent

58. SACRAMENTO; Rocklin, Cal.

Meet every Monday in Masonic Hall at 1 P. M.
 C. C. Brown Master
 C. E. Warrington Secretary
 C. E. Warrington Collector
 M. H. Tuttle Receiver
 M. H. Tuttle Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.

Meets every Monday evening at 7:30.
 M. N. Lines, 313 Spring St., Pueblo Master
 Wm. Walk, Block T, No. 59, Pueblo Secretary
 C. S. Walker, S. Mechanic St., Pueblo, Colo. Collector
 M. C. Donnelly, 318 E. 2d St., Pueblo Receiver
 John Walk, Pueblo, Colo. Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets alternate Sundays at Dover Hall, Marshall St. above Susquehanna ave.
 B. F. Pettit, 2055 N. Ninth St. Master
 Josiah H. Fettes, 2341 Dickinson st, 31st Ward Secretary
 Howard Reeder, 1943 Lawrence st. Collector
 John A. Falls, 2224 N. 2d St. Receiver
 J. R. Race, 521 Diamond St. Mag. Agent

61. MINNEHANA; St. Paul, Minn.

Meets 2d and 4th Sundays of each month.
 A. E. Carle, 120 Granite St. Master
 P. McLaughlin, 78 Sycamore St. Secretary
 A. E. Carle, 120 Granite St. Collector
 H. L. Buckley, 120 Granite St. Receiver
 Jas. Johnson, 608 Warren St. Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays.
 John P. McCawley Master
 A. W. Banks, Box 479 Secretary
 W. H. Brokenbrier Collector
 O. E. Histed, L. Box 855 Receiver
 O. E. Histed, L. Box 855 Magazine Agent

63. HERCULES; Danville, Ill.

Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
 John Myers, Box 772 Master
 H. J. Bohn, 501 E. Main St. Secretary
 John Wakely, Box 772 Collector
 John Myers, Box 772 Receiver
 T. A. Hudson Mag. Agent

64. SIOUX; Sioux City, Iowa.

Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
 A. J. Goodrich, 1801 Sixth st. Master
 Joseph G. Cleveland, 606 Market St. Secretary
 Sidney Weir, 1201 Fifth St. Collector
 L. B. Cutting, St. James, Minn. Receiver
 Warren Bennett Mag. Agent

65. FORT RIDGELY; Waseca, Minn.

Meets 1st and 3d Sundays at Engineer's Hall.
 Jas. B. Newcomer Master
 H. H. Richardson Secretary
 J. A. Robinson Collector
 W. D. Grimes Receiver
 George Woskie Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, 2d and 4th Sundays at 2:30 P. M.
 Robert Milne, Belleville Station Master
 Fred Link, Belleville Station Secretary
 Wm. Logue, Box 9, Belleville Station Collector
 Tim Daly, Jr., Box 99, Belleville Station, Receiver
 R. Snell Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall 2d and 4th Sundays at 2:30 P. M.
 C. W. O. Dalby, 125 Augusta Ave. Master
 S. Vaughan, 5 Draper St. Secretary
 Jas. Pratt, 73 Huron St. Collector
 S. Vaughn, 5 Draper St. Receiver
 J. Pratt, 13 Huron St. Mag. Agent

68. EAU CLAIRE; Altoona, Wis.

Meets 2d and 4th Sundays at 2 P. M.
 Martin E. Cuddy Master
 Timothy Anglim Secretary
 M. E. Cuddy Collector
 Pat Keating Receiver
 Martin Duggan Mag. Agent

69. ISLAND CITY; Brockville, Ontario.

Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
 John M. Phillips, Box 558 Master
 J. J. Beehler, Box 558 Secretary
 T. Shields, Box 558 Collector
 I. J. Beehler, Box 558 Receiver
 Benjamin Dickerson Magazine Agent

70. LONE STAR; Longview, Texas.

Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
 J. C. Broderick, Box 411 Master
 I. H. Stout, Box 411 Secretary
 I. H. Stout, Box 411 Collector
 Jas. Rutledge, Box 411 Receiver
 C. W. Slayton Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall 2d and 4th Sundays at 8 P. M.
 Willard Robinson, L. Box 1183 Master
 J. B. Ingalls, 31 Elm St. Secretary
 R. W. Mills Collector
 Elmer Kerr Receiver
 J. E. Owens, Box 598 Magazine Agent

- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
Wm. Wiggins, 45 Cooper St. Master
Geo. M. Kern, 532 So 4th st. Secretary
Garret M. Western, 665 Bridge St. Collector
Jas. L. Gibbs, Collinswood, N. J. Receiver
Henry Harris, 446 Henry St. Magazine Agent
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 302 Main St.
J. E. Johnson, 72 Jaques Ave. Master
Chas. A. Smith, 124 Central St. Secretary
Geo. T. Craft, 45 Sabin St. Collector
Chas. O. Sykes, 11 Gowdling St. Receiver
E. A. Bragg, 8 Kilby St. Magazine Agent
- 74. KANSAS CITY; Kansas City, Mo.**
Meets in Forrester's Hall alternate Mondays.
D. McDonnell, 2114 Bellevue Ave. Master
J. M. Tierney, Box 73, Station "A" Secretary
R. Haslett, 2117 Madison avenue Collector
W. B. Roberts, 1608 Madison Ave. Receiver
H. O. Draper, Station "A" Magazine Agent
- 75. ENTERPRISE; Philadelphia, Pa.**
Meets 1st and 3d Sundays at G. A. R. Hall, N. E. Cor. 39th and Market Sts.
S. H. McFarland, 4059 Filbert St. Master
C. W. Reeves, 620 N. 38th St., W. Phila-
delphia. Secretary
Frank Dupell, 3621 Aspen St. Collector
C. W. Reeves, 620 N. 38th St., W. Phila-
delphia. Receiver
Frank Dupell, 3621 Aspen St. Magazine Agent
- 76. NEW ERA; Breckenridge, Minn.**
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian Master
John C. Nolan, L. Box 235 Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Fred Whitbred, Box 84 Magazine Agent
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M. in Neef's Hall, Fifteenth street.
Chas. D. Lane, 2648 Lawrence St. Master
W. F. Brundage, 1216 Larimer St. Secretary
D. L. Marra, 445 Beecher ave, N. side Collector
W. F. Brundage, 1216 Larimer St. Receiver
J. F. Nally, 2724 Arapahoe St. Magazine Agent
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets 1st, 3d and 5th Saturdays at 7:30 P. M.
John Laybourne, 1814 E. Third St. Master
E. K. Park, 519 Ohio St. Secretary
W. N. Mitchell, 321 Randolph St. Collector
Henry Myers, 318 Engineers' St. Receiver
C. L. Van Etten, 1216 E. 5th St. Mag. Agent
- 79. J. M. DODGE; Goodhouse, Ill.**
Meets 1st and 3d Mondays and 2d and 4th Sun-
days, in Engineer's Hall.
C. A. Timlin Master
Chas. E. Stone Secretary
Chas. E. Stone Collector
R. Carroll Receiver
J. A. Wells Magazine Agent
- 80. SAN DIEGO; San Bernardino, Cal.**
Meets in Odd Fellows Hall 1st and 3d Sundays.
C. B. Lumeden, Box 645 Master
R. F. Lange, Box 645 Secretary
E. W. Nisbet Collector
Thomas Fitzgerald Receiver
G. A. March, Box 645 Mag. Agent
- 81. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
Mat Rourke, 1855 Mission St. Master
Charles A. Crites, 208 Sixteenth St. Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
J. Doyle, 537 18th St. Receiver
James Doyle, 537 Eighteenth St. Mag. Agent
- 80. SELF HELP; Aurora, Ill.**
Meets over 26 and 28 Broadway, every 2d Sun-
day.
John S. Slick, 447 Main St. Master
W. B. Miller, 110 Main St. Secretary
W. B. Miller, 110 Main St. Collector
Frank G. Boomer, 231 South Ave. Receiver
Fred. E. Diamond, Tremont House. Mag. Agent
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
Emery Scott Master
Geo. Watts, Box 1045 Secretary
W. J. Bain, Box 1763 Collector
R. Arundale, Box 599 Receiver
S. W. Green Magazine Agent
- 82. NORTHWESTERN; Minneapolis, Minn.**
Meet 1st Saturday evening and 3d Sunday after-
noon of each month.
E. B. Mayo, 424 First avenue, south Master
W. E. Richmond, 320 N. Girard Ave. Secretary
E. A. Bennett, 1116 Western Ave. Collector
W. E. Richmond, 320 N. Girard Ave. Receiver
Geo. E. Walker, 2130 Tenth Ave. So., Mag. Agent
- 83. TRINITY; Fort Worth, Texas.**
Meets in Firemen's Hall every Friday at 8 P. M.
I. M. Dean, L. Box 408 Master
Chas. T. Elliott, L. Box 406 Secretary
I. M. Dean, L. Box 406 Collector
James Jay, Box 406 Receiver
E. D. Hartzell, 618 E. 15th St. Magazine Agent
- 84. CALHOUN; Battle Creek, Mich.**
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
D. Coughlin, 56 East Hall St. Master
Wm. Powell, 88 Bennett St. Secretary
Fred Voas, 109 Green St. Collector
E. C. Wilder, 50 South Ave. Receiver
A. Cronin, 119 Bennett St. Magazine Agent
- 85. FARGO; Fargo, Dakota.**
Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
Arthur Bassett, L. Box 1796 Master
Geo. L. Sutherland, Box 962 Secretary
W. W. Sturman, Box 825 Collector
B. Roggeveen, 324 13th St., north Receiver
J. T. Wantland, L. Box 1653 Magazine Agent
- 86. BLACK HILLS; Laramie City, Wyoming.**
Meets Friday evening at 7:30 in K. L. Hall.
John W. Costin Master
Wm. Konold Secretary
Henry C. Bernard Collector
Wm. Roth Receiver
Chas. Reynolds Mag. Agent
- 87. SUMMIT; Rawlins, Wyoming.**
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures Master
J. Doherty Secretary
G. C. Jordan Collector
P. Naughton Receiver
Wm. Ross Magazine Agent
- 88. MORNING STAR; Evanston, Wyoming.**
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
J. C. Bowman Master
L. W. Putnam Secretary
S. Carpenter Collector
J. C. Bowman Receiver
James Hoyt Magazine Agent

- 92. FRONTIER CITY; Oswego, N. Y.**
Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
M. H. Murphy, N. Y. O. & W. Depot . . . Master
Myrom H. Counsell, 16 E. 5th St. . . . Secretary
Jas. Whalen, 280 W. 7th St. . . . Collector
S. C. Forsyth, 168 W. Utica St. . . . Receiver
S. C. Forsyth, 168 W. Utica St. . . Magazine Agent
- 93. GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
Geo. Waden, 507 Main St. . . . Master
E. J. Concannon, 1007 Park St. . . . Secretary
C. H. Sleeth, 610 S. Second St. . . . Collector
John H. Carter, 507 Main St. . . . Receiver
A. J. Ebersoll, 1213 Bank St. . . Magazine Agent
- 94. CACTUS; Tucson, Arizona.**
Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L. F. Hall, Cor. Tool Ave. and Pennington St.
Wm. Patterson, Lock Box 218 . . . Master
W. E. Butler, Box 218 . . . Secretary
F. M. Blaney, L. Box 218 . . . Collector
J. J. Lucey, L. Box 295 . . . Receiver
J. C. Clancey, L. Box 218 . . Magazine Agent
- 95. CHICAGO; Chicago, Ill.**
Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month, at 9:30 A. M.
C. B. Johnson, 228 W. Indiana St. . . . Master
Geo. Pace, 289 W. Kinzie St. . . . Secretary
J. F. Cantlon, 142 Front St. . . . Collector
E. W. Wallbaum, 224 Larrabee St. . . Receiver
Pat Grady, Lake Forest, Ill. . . Magazine Agent
- 96. ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays cor. Main and Fourteenth Sts.
Joseph Quinn, Box 239 . . . Master
Frank Ray, Box 686 . . . Secretary
Wm. King . . . Collector
J. W. Chisholm, Box 686 . . . Receiver
John Leibtag, Box 366 . . Magazine Agent
- 97. ORANGE GROVE; Los Angeles, Cal.**
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. J. Lawton, Box 72 . . . Master
Geo. C. Morton, Box 72 . . . Secretary
W. J. Grant, Box 72 . . . Collector
Geo. C. Morton, Box 72 . . . Receiver
F. B. Boyett, 11 Aurora st . . Magazine Agent
- 98. PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday, at Engineers' Hall.
F. C. Stokes . . . Master
E. G. White . . . Secretary
J. H. Neven . . . Collector
R. W. Shields . . . Receiver
E. G. White . . Magazine Agent
- 99. ROCHESTER; Rochester, N. Y.**
Meets every Friday evening, at No. 33 Market St.
E. E. Pruynt, 41 First Ave. . . . Master
Geo. A. White, 27 Jefferson St. . . Secretary
W. M. Chadwick, 171 N. Union St. . . Collector
James Clark, 171 N. Union St. . . Receiver
Jas. A. Clark, 171 N. Union St. . . Mag. Agent
- 100. ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
P. J. Burke . . . Master
Wm. H. Hawkins . . . Secretary
Woods L. Miller . . . Collector
Wesley Alsip . . . Receiver
Richard A. Potter . . Magazine Agent
- 101. ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
J. F. Bryan, L. Box 319 . . . Master
J. H. Murphy, Box 228 . . . Secretary
J. W. Crouch, Box 288 . . . Collector
J. F. Bryan, L. Box 319 . . . Receiver
F. S. Templeton . . Magazine Agent
- 102. CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
F. S. Payne, 1221 Court Ave. . . . Master
J. W. Combs, 1321 Buchanan St. . . Secretary
John Loveless, 1203 Fillmore St. . . Collector
J. W. Combs, 1321 Buchanan St. . . Receiver
H. L. Wilson, 905 E. Locust St., Des Moines, Iowa . . . Magazine Agent
- 103. FALLS CITY; Louisville, Ky.**
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Clark H. Rae, 1242 Twelfth St. . . . Master
J. J. Lawson, 1108 12th St. . . . Secretary
James White, 2110 W. Madison St. . . Collector
J. J. Lawson, 1108 12th St. . . Receiver
John H. Patrick, 939 Tenth St. . . Magazine Agent
- 104. "OLD KENTUCK;" Ludlow, Ky.**
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
Frank Robinson . . . Master
M. J. Connelly . . . Secretary
Chas. Heimberger . . . Collector
J. E. Doran, Box 76 . . . Receiver
Chas. Heimberger . . Magazine Agent
- 105. PROGRESS; Galesburg, Ill.**
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
J. T. McDavid, 319 Day St. . . . Master
Wm. Heath, 351 E. Main st. . . . Secretary
J. L. Nelson, 327 N. Seminary St. . . Collector
Fred W. Peterson, 16 W 3d St. . . Receiver
C. G. Nelson, 522 Seminary St. . . Mag. Agent
- 106. KEY CITY; Dubuque, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., over Master Mechanic's Office.
Jas. B. Smith, 1001 Lake St. . . . Master
D. W. Mason, 438 High St. . . . Secretary
J. E. Haynes, 235 High St. . . . Collector
John P. Sandry, 162 High St. . . Receiver
J. Haines, 18 High St. . . Magazine Agent
- 107. ECLIPSE; Gallon, Ohio.**
Meets in Zimmerman's Hall every Thursday evening.
M. Dean . . . Master
Ed. W. Armor, Box 701 . . . Secretary
E. W. Armor, Box 701 . . . Co lector
J. A. Farnworth, Box 283 . . . Receiver
Geo. Canaan, Box 398 . . Magazine Agent
- 108. PIONEER; Chama, New Mexico.**
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
Herman Berndt . . . Master
Michael Hurley . . . Secretary
F. L. Hindle . . . Collector
J. C. McCabe, Box 8 . . . Receiver
Edward Bradley . . . Magazine Agent
- 109. PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St.
C. E. Amos, 2346 Mullamphy St. . . . Master
W. M. White, 944 Chouteau Ave. . . . Secretary
Geo. Dreyer, 736 S. Ewing St. . . . Collector
J. L. Pate, 3034 Rutger St. . . . Receiver
J. L. Pate, 3034 Rutger St. . . Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. E. Gordon, L. Box 235 . . . Master
C. P. Collins, 29 Oak St., E. Toledo, O. . . Secretary
Zeno Kirk . . . Collector
Chas. F. Pillard, L. Box 236 . . . Receiver
C. P. Collins, 29 Oak St., E. Toledo, O. . . Mag. Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall Sunday at 2:30 P. M.
 C. J. Singleton, Box 50 Master
 T. F. Barrett, Box 427 Secretary
 O. C. Henry Collector
 C. J. Singleton, Box 50 Receiver
 Ben Newkirk Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets 1st and 3d Tuesdays in Helserman's Hall,
 at 7:30 P. M.
 S. R. Wild Master
 John C. Branham Secretary
 John C. Branham Collector
 E. F. Lynch Receiver
 Thos. F. Thickston Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
 Ed. Anderson Master
 Ed. Staples Secretary
 Wm. E. Randolph, Box 16 Collector
 James Hand Receiver
 E. G. Leaf, Ogden, Utah Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets every Wednesday at 8 P. M.
 John Dunn Master
 James N. Boggs Secretary
 Michael Welch, 1022 Evans St Collector
 John Dunne Receiver
 Thos. O. Jones, Box 250 Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in The Temple of
 Honor.
 H. L. Briggs, Cor. 8th and Market Sts. Master
 J. H. Steinhoff, Avenue I, between 37th
 and 38th Sts. Secretary
 G. E. Labitt, So. 35th, bet. Church and
 Winnie Sts. Collector
 H. L. Briggs, 8th and Market Sts. Receiver
 A. J. Schmidt, 37th street, between H.
 and I Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets 1st and 3d Sundays in Engineers' Hall at
 1:30 P. M.
 Wm. A. Brown Master
 Samuel Carson, Box 198 Secretary
 J. N. Timens, Box 3 Collector
 E. G. Hubbard, Box 127 Receiver
 W. Renwick, Box 107 Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each
 month, in K. of P. Hall, Carling's Block, Rich-
 mond St.
 Robt. Hornsby, 154 Clarence St. Master
 Edwin S. Chapman, 151 Clarence St. Secretary
 S. T. Fletcher, 221 Maitland St. Collector
 John W. Cox, 358 Simcoe St. Receiver
 Robt. Lister, 411 Hill St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall every Wednesday at 7:30
 P. M., and 1st and 3d Sundays at 2 P. M.
 James Law Master
 G. A. Pearson Secretary
 G. A. Pearson Collector
 John Kelley Receiver
 Fred Driver Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alter-
 nately, in English School Room.
 W. H. Rougeau, I. C. Ry. Station Master
 Wm. Carmichael, I. C. Ry. Station Secretary
 James Foley, I. C. Ry. Station Collector
 Wm. Carmichael, I. C. Ry. Station Receiver
 W. H. Rougeau, I. C. Ry. Station Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets every Tuesday evening in Pike Block, Cor.
 Fayette and Salina Sts.
 E. F. McNulty, 2 Wall St. Master
 Simon Mangan, 196 Shomard St. Secretary
 L. G. Rousson, 20 Pioneer St. Collector
 F. H. Livingston, 59 Jackson St. Receiver
 W. H. Jacobson, 224 Gifford St. Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets 1st and 3d Sundays of each month at 8 P.
 M. in Odd Fellows Hall.
 F. E. Potter Master
 Frank E. Hammer Secretary
 George R. Quick Collector
 William H. Smith Receiver
 C. E. Beales Magazine Agent

122. H. B. STONE; Beardstown, Ill.

Meets every Tuesday evening at 7:30, on Main
 street, over Eberwein's grocery store.
 D. A. Sherman, Box 148 Master
 Henry Hanson, Box 397 Secretary
 N. Hiltner, L. Box 49 Collector
 Albert Sanks Receiver
 E. J. Summers, Box 694 Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, Corner 14th and Doug-
 lass Sts. every Wednesday at 8 P. M.
 Albert Cole, 1618 Jackson St. Master
 F. W. Perkins, 1606 Chicago St. Secretary
 William Cummings, 1306 South 12th St. Collector
 Albert Cole, 1618 Jackson St. Receiver
 E. S. Emmons, 1007 So. 11th St. Magazine Agent

124. PILOT; Perry, Iowa.

Meets 2d and 4th Sundays, in Odd Fellows' Hall,
 at 2:30 P. M.
 F. A. Draper Master
 W. B. Howe Secretary
 H. C. DeGroat Collector
 M. D. Grady Receiver
 M. D. Grady Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets 2d and 4th Sundays of each month in Room
 15 South Center St., opposite new Court House.
 W. M. Gallup, 512 S. Third St. Master
 H. C. Boggie, 604 E. Linn St. Secretary
 T. H. Meredith, 112 S. J Ave Collector
 J. M. Larimer, 325 S. Third St. Receiver
 J. H. Crellin, 612 E. Linn St. Magazine Agent

126. COMET; Austin, Minn.

Meets 2d and 4th Sundays of each month in
 Hays' Hall.
 W. A. Serle Master
 O. C. Cornforth Secretary
 August Olson Collector
 O. C. Cornforth Receiver
 August Olson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets 1st Tuesday and 3d Sunday, in Assinaboine
 Hall, 133 Ross St.
 John Wellington, 229 Rose St. Master
 W. H. Woods, 14 Patrick St. Secretary
 W. H. Woods, 14 Patrick St. Collector
 J. G. Jonah, 226 McWilliams St. Receiver
 Geo. M. Vansickle, care P. R. shops, Mag. Agent

128. LANDMARK; Glendive, Montana.

Meets 1st and 3d Tuesdays at 7 P. M.
 Arthur Todd Master
 D. Sinclair, Forsythe, Montana Secretary
 James McKenzie, Box 55 Collector
 Samuel E. Burns, Forsyth, Mont Receiver
 Douglass Westfall, Box 55 Magazine Agent

- 129. MINERAL KING; Escanaba, Mich.**
Meets in B. of L. E. Hall 2d and 4th Sundays.
R. E. Gorham, Box 422 Master
Thos. Faulkes, Box 126 Secretary
M. A. Harrington, Box 525 Collector
J. S. Rogers, Box 622 Receiver
J. J. Kelly, Box 480 Magazine Agent
- 130. GUIDING STAR; Milwaukee, Wis.**
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAuliffe, 561 Washington street Master
Peter F. Fox, 335 Barclay St. Secretary
Jas. H. Brady, 321 Clinton St. Collector
Thomas Dwyer, 335 Jackson St. Receiver
Edward Summers, 99 Sixth St. Magazine Agent
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meets 1st and 3d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.
Geo. W. Hammond, Box 500 Master
R. S. Cochran, Box 121 Secretary
Wm. D. Goltz Collector
R. J. Luxan, Box 396 Receiver
R. J. Luxan, Box 396 Magazine Agent
- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meets in Opera House 1st and 3d Sundays and last Wednesday at 2 P. M.
W. J. Coleman, Box 7 Master
M. F. Murphy, Box 100 Secretary
Fisher Wessell Collector
John H. Howell Receiver
Lewis V. Roberts Magazine Agent
- 133. SPRAGUE; Sprague, Washington Ty.**
Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
M. E. Montgomery Master
W. G. Houghton, Box 10 Secretary
Thomas Farry Collector
Arthur Herider Receiver
J. C. Smith Magazine Agent
- 134. EASTMAN; Farnham, Quebec.**
Meets 1st and 3d Sundays and 2d and 4th Mondays.
E. W. Gibson Master
H. E. Cowan Secretary
M. I. Spaulding Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent
- 135. NEW YEAR; El Paso, Texas.**
Meets in Firemen's Hall 1st and 3d Tuesdays at 7 P. M.
E. A. Seegar, Box 184 Master
W. B. Sisson, Box 184 Secretary
F. L. Fitch Collector
W. B. Sisson, Box 184 Receiver
F. Fitch, L. Box 184 Magazine Agent
- 136. J. SCOTT; Lindsay, Ontario.**
Meets alternate Saturdays at 7 P. M., Cor. Kent and Cambridge Sts.
George Pratt, Box 166 Master
L. McIntosh Secretary
Joseph Kelcher Collector
J. Jeffries Receiver
J. Jeffries Magazine Agent
- 137. PROTECTION, Eldon, Iowa.**
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
L. C. Allen Master
J. T. Hull, Box 196 Secretary
Geo. W. Trott Collector
A. Shunterman Receiver
F. James Magazine Agent
- 138. UNION; Freeport, Ill.**
Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
James A. Flack Master
Sam Shaunnassy, 16 Crocker St. Secretary
Wm. A. Brubaker, 10 State St. Collector
Sam Shaunnassy, 16 Crocker St. Receiver
Wm. A. Brubaker, 10 State St. Magazine Agent
- 139. MT. WHITNEY; Tulare, Cal.**
Meets in Schultz's Hall 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
Wm. Manerhan, Box 31 Master
George Landea, Box 31 Secretary
L. J. Whyers, Box 31 Collector
J. J. Norton, Box 31 Receiver
Wm. Manerhan Magazine Agent
- 140. MOUNT OURAY; Salida, Colo.**
Meets every Monday at 7:30 P. M., in Fraternity Hall.
A. K. Brown, Box 599 Master
L. W. Jones, Box 122 Secretary
J. W. Hardy, L. Box 399 Collector
S. D. Alger, Box 599 Receiver
W. E. Somerville, L. Box 599 Magazine Agent
- 141. A. G. PORTER; Fort Wayne, Ind.**
Meets in Grand Army Hall every Wednesday at 7:30 P. M.
A. J. Kohler, 34 Allen St. Master
H. Westerman, 20 Buchanan St. Secretary
C. F. Sweeney, cor. Holton Ave. and Fisher St. Collector
W. R. Fredricks, 415 Lafayette St. Receiver
T. E. Short, 238 W. Main St. Magazine Agent
- 142. C. B. WHIPPLE; Toledo, Ohio.**
Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. at 245 St. Clair St.
John Rappalie, cor. Collinwood Ave and Vance St. Master
G. W. Neaper, corner of Broadway and Knopp Sts. Secretary
L. H. Heeman, 130 Segure Ave Collector
G. W. Neaper, corner of Broadway and Knopp Sts. Receiver
B. I. Ross, Penn. engine house Mag. Agent
- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets 1st and 3d Wednesdays at 7:30 P. M. in Odd Fellows' hall, cor. 11th and Franklin Sts., Oakland, Cal. 2d and 4th Wednesdays.
T. J. Roberts, 1218 Eleventh Ave. Master
J. W. Littlejohn, Berkley, Alameda, Co. Secretary
Ed Johnson, 916 Wood St. Collector
F. B. Hall, West Oakland P. O. Receiver
E. E. Cushing, 861 Myrtle street, Oakland, Cal. Magazine Agent
- 144. SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M. in Patterson's Hall, I. C. R. Depot.
John Morton Master
Wm. A. Thomson Secretary
Wm. Bastin Collector
John Devereaux Receiver
Wm. Smallwood Magazine Agent
- 145. DAVY CROCKETT; San Antonio, Texas.**
Meet every Wednesday at 2:30 P. M. in Jones' Hall, 601 Austin St.
H. M. Brown, 818 Ave. D Master
Robt. Nicholson, No. 5 Eighth St. Secretary
Robt. Nicholson, No. 5 Eighth St. Collector
H. M. Brown, 818 Ave. D Receiver
John Sullivan, 110 Avenue D Magazine Agent
- 146. BAYOU CITY; Houston, Texas.**
Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
John F. Broughton, S. P. Ry. Master
Chas. D. Sedgwick, H. E. & W. T. Ry. Secretary
F. M. Bettis, 5 Murray St. Collector
Fred Keeler, S. P. R. R. Shops Receiver
D. M. Moody, 109 Elysian St. Magazine Agent
- 147. MIDLAND; Temple, Texas.**
Meet every Monday at 8:00 P. M.
R. Robinson, Box 105 Master
C. Sweeney, Box 105 Secretary
Thos. H. Boyd Collector
James Conney Receiver
W. B. Brown, Ciebourne, Tex Magazine Agent

- 148. SUNNY SOUTH; Tyler, Texas.**
Meets every Friday at 1:30 P. M. in K. of P. Hall.
M. Hogan, Box 1342 Master
W. N. Reynolds, Box 1349 Secretary
P. R. Paskell, Box 1349 Collector
Thomas Fraser, Box 1349 Receiver
I. H. Bennett, Box 1349 Magazine Agent
- 149. JUST IN TIME; New York, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M., at 110 East 125th street.
F. C. Donigan, 2482 Eighth Ave. Master
P. A. Donahue, 311 W. 55th St. Secretary
Sam. Loasby, 2507 Eighth Ave. Collector
P. Witzel, 400 E. 121st St. Receiver
P. Witzel, 400 E. 121st St. Magazine Agent
- 150. S. M. STEVENS; Marquette, Mich.**
Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
L. L. Hood, Room 8, Gregory Block, W. Washington St., Marquette, L. S., Mich. Master
Arthur Bishop, 146 Main St. Secretary
Fred Brown, Marquette, L. S., Mich. Collector
Chas. Zryd, Marquette, L. S., Mich. Receiver
Chas. Zryd, Marquette, L. S., Mich. Mag. Agent
- 151. MAPLE LEAF Hamilton, Ontario.**
Meet 1st and 3d Sundays at 2:30 P. M.
James Oliver, N. & N. W. Ry. Master
Wm. Broughton, 14 Inchbury St. So. Secretary
James Painter, 12 Crook St. Collector
Wm. Broughton, 18 Inchbury St. So. Receiver
John McColl, 17 Crook's Street Mag. Agent
- 152. NORTH POLE; West Bay City, Mich.**
Meets in Odd Fellow's Hall 1st and 3d Sundays.
E. L. Jacoby, Box 605 Master
Fred C. McDonald, Box 602 Secretary
John A. Mainex, Box 902 Collector
Fred Cooper, Box 602 Receiver
Fred C. McDonald, Box 602 Magazine Agent
- 153. H. C. LORD; Fort Scott, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
G. K. Bates, 123 N. Barbee St. Master
Alexander Barr, 1126 Oak St. Secretary
G. K. Bates, 123 N. Barbee St. Collector
John Haggart Receiver
W. F. Strode, 216 So. Barbee St. Mag. Agent
- 154. McKEEN; Ottawa, Kansas.**
Meets in K. P. Hall on 2d and 4th Sundays at 2 P. M.
W. L. Miller, 713 N. Main St. Master
A. L. Beardsley, 810 King St. Secretary
W. R. Knickerbocker Collector
Arthur Hill Receiver
W. D. Frisby, 637 Ann St., Wyandotte Kan. Mag. Agent
- 156. NECHES; Palestine, Texas.**
Meets in Engineers' Hall every Saturday night.
M. P. Gibson, Box 256 Master
J. H. Colemar, Box 256 Secretary
L. T. Branham, Box 256 Collector
B. F. Wright, Box 256 Receiver
R. S. Bently, Box 256 Magazine Agent
- 157. ECHO; Peru, Ind.**
Meets in Echo Hall 1st and 3d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.
B. E. Flaherty Master
H. P. Matthews, L. Box 201 Secretary
H. P. Matthews, L. Box 201 Collector
B. E. Flaherty Receiver
G. H. Smith Magazine Agent
- 158. STANDARD; Detroit, Mich.**
Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
Tim. Teahen, 447 Clinton St. Master
J. Nopper, 217 Crogan st., Secretary
E. Heidenrich, 124 Hastings St. Collector
J. Nopper, 217 Crogan St. Receiver
Peter Sewell, 42 Russell St. Magazine Agent
- 159. W. H. THOMAS; Nashville, Tenn.**
Meets every Saturday at 7:30 P. M., at Simmons' Hall, cor. Summer and Union Sts.
J. W. Sullivan, 513 High St. Master
G. F. Duttlinger, 1033 S. College St. Secretary
J. L. Enoch, 1202 S. College St. Collector
F. G. Harrison, 607 Stevenson Ave. Receiver
W. D. Bledsoe, 11 Joseph Ave. Magazine Agent
- 160. C. J. HEPBURN; Evansville, Ind.**
Meets in A. O. U. W. Hall, Third and Main Sts., 2d and 4th Sundays at 2 P. M.
Morris Hoffman, 305 Olive St. Master
Edgar G. Hitch, 331 Canal St. Secretary
Robert T. Skinner, 519 Harriet st. Collector
John K. Taylor, 108 Lincoln Ave. Receiver
Jerry Burke, 606 S. 8th st., Terre Haute, Mag. Agent
- 161. HERALD; Burlington, Iowa.**
Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
C. C. Maxwell, 1022 S. Fourth St. Master
P. Marsell, 221 S. Eighth St. Secretary
A. J. Eccles, 906 Angular St. Collector
S. W. Bowser, Round House Receiver
W. R. Strain, 1303 Madison St. Magazine Agent
- 162. PROSPECT; Elkhart, Ind.**
Meets in B. of L. F. Hall, 505 Main St., every Wednesday at 7:30, and 1st Sunday at 2 P. M.
D. F. Wagner, 208 Fourth St. Master
Chas. E. Platt, 211 Third St. Secretary
D. F. Wagner, 208 Fourth St. Collector
A. H. Gordon, 208 Beardsley Ave. Receiver
F. Roderick, 1005 So. 2d St. Magazine Agent
- 163. ETNA; Pine Bluff, Ark.**
Meets every Friday at 7 P. M., at Masonic Hall.
Tim Carder Master
DeWitt Hope, Box 56 Secretary
A. J. Englehart Collector
D. B. Rathfon, Box 56 Receiver
J. Flaherty Magazine Agent
- 164. EEL RIVER; Butler, Ind.**
Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
S. E. Mosshammer Master
C. E. Blair Secretary
R. H. Murch Collector
J. J. Derck, Box 202 Receiver
W. H. Weber, Box 324 Magazine Agent
- 165. ROBERT ANDREWS; Andrews, Ind.**
Meets in Firemen's Hall every Monday at 7 P. M.
Albert F. Routh Master
G. W. Adams Secretary
Geo. B. Richardson Collector
W. H. Dailey Receiver
J. N. Wright Magazine Agent
- 166. WM. HUGO; Huntington, Ind.**
Meets in Engineer's Hall every Wednesday evening.
W. G. Cox Master
F. Zeppenfeld, Box 523 Secretary
C. W. Hammond Collector
C. C. Robertson, Box 844 Receiver
P. F. Murphy, Box 378 Magazine Agent
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meets in I. O. O. F. Hall 1st and 3d Mondays.
J. W. Reedy, Albina, Ore. Master
Wm. Birkett, Box 242 Secretary
G. A. Ferguson, L. Box 332 Collector
Jno. Belat Receiver
H. P. Smith, L. Box 347 Magazine Agent

- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. Moarity Master
Frank Krause, Box 214, Portage, Wis. Secretary
E. J. Gerslenkorn, Box 342, Portage, Wis. Collector
Thomas Cawley, 522 Mill st. Receiver
Frank Krause, Box 214, Portage, Wis., Mag. Agent
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
C. S. Graham, 31 S. Division St. Master
W. N. Kelly, 20 Oak St. Secretary
H. S. Hynes, 45 Hill St. Collector
A. H. Spencer, 18 Elm St. Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent
- 170. PRAIRIE; Haron, Dakota.**
Meets in Odd Fellows Hall on 2d and 4th Sundays at 8 P. M.
T. Walter Bandy Master
Geo. E. Coon, Box 909 Secretary
L. L. Neibling, Box 784 Collector
Jos. C. Graff, Box 188 Receiver
W. A. Brown Magazine Agent
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
F. M. White, Box 606 Master
D. W. Duncan, Box 167 Secretary
T. W. Hennessey, Box 167 Collector
F. M. White, Box 606 Receiver
Thos. Hennessey Magazine Agent
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays.
T. W. Turner, 544 Wellington St. Master
J. G. Armstrong, Richmond Lodge Secretary
F. Morrison Collector
H. Haudysides Receiver
Alex. McCuaig, 56 Ottawa St. Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday at 7:30 P. M. in B. of L. F. hall.
H. Heide Master
T. J. Carter Secretary
John C. Bull, Williams, Ariz. Collector
C. F. Evans, Coolidge, N. Mex. Receiver
E. W. Davis Magazine Agent
- 174. HARRISBURG; Harrisburg, Pa.**
Meets Cor. Third and Cumberland Sts., over Merchants' Bank, 2d and 4th Sundays at 1 P. M.
Wm. H. Moine, 1504 N. 6th St. Master
H. O. Motter, 1720 1/2 N. Third St. Secretary
H. J. Roberts, 503 Riley St. Collector
Wm. Blessing, 422 Riley St. Receiver
H. S. Gingrich, 1413 Wallace St. Magazine Agent
- 175. TAYLOR; Newark, Ohio.**
Meets in O. R. C. Hall at 12 1/2 North 2d St., every Wednesday at 7 P. M.
A. A. Hickerson, 53 N. First st. Master
John Adkins, Box C Secretary
W. R. Stone, Box C Collector
John Adkins, Box C Receiver
C. D. Tomlinson Magazine Agent
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays of each month
A. G. Turley, Box 61 Master
W. F. Gorman, Box 285 Secretary
C. H. Porter, Box 41 Collector
W. F. Gorman, Box 285 Receiver
C. H. Porter, Box 41 Magazine Agent
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
H. L. Morton, Box 214 Master
G. M. Lovett Secretary
O. J. Leach, Box 184 Collector
Jas. Fink Receiver
O. J. Leach, Box 184 Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets in Emporium Hall Tuesdays, at 8 P. M.
Leonard W. Kessler, 223 N. 3d St. W. Master
Wm. J. Horne, 160 S. Third St. W. Secretary
Geo. M. Edwards, D. & R. S. shops Receiver
F. A. Featherston, D. & R. S. shops Collector
Arthur W. Roberts, D. & R. S. shops, Mag. Agent
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays.
W. Spohr, Box 6 Master
J. K. Robinson, 730 N. Tenth St. Secretary
Geo. Hinkle, Box 430 Collector
J. K. Robinson, 730 N. 10th st. Receiver
I. M. Freese, 18st., bet. V and W St. Mag. Agent
- 180. THREE STATES; Cairo, Ill.**
Meets cor. 12th st. and Washington Ave., 2d and 4th Sundays.
J. C. O'Connell, 308 Twenty-First St. Master
G. B. Vincent Secretary
M. J. Kiley, 714 Cedar St. Collector
A. J. Jaekel Receiver
J. C. O'Connell Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
Thomas Farley Master
Alex. Hobson Secretary
Thomas H. Cosford Collector
James Nicholson Receiver
Alex. Dunbar Magazine Agent
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
John Ford, 461 W. 18th St. Master
A. H. Gifford, 1815 Myrtle St. Secretary
W. E. Ross, 63 W. Thirteenth St. Collector
Chas. Fitzmorris, 63 W. 13th St. Receiver
Chas. Fitzmorris, 63 W. 13th St. Mag. Agent
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets in Engineer's Hall alternate Thursday evenings.
J. M. Gaines, Box 152 Master
S. A. Hohman, Box 32 Secretary
W. T. Wade Collector
H. I. Miller, Box 154 Receiver
D. A. Carver, Box 301 Magazine Agent
- 184. LIMA; Lima, Ohio.**
Meets every Sundays at 1:30 P. M. in Irish Block.
E. L. Melhorn Master
W. J. Dunn, 178 S. Jackson St. Secretary
Joe Bowsher, Box 777 Collector
John E. Myers, 639 S. Main St. Receiver
S. H. Hartung, 601 N. Union St. Magazine Agent
- 185. FIDELITY; Delphos, Ohio.**
Meets in Beyer's Hall every Sunday at 2 P. M.
W. S. Miller Master
J. F. Hallsey, Box 311 Secretary
B. Cramer Collector
A. J. Hogarth, Box 311 Receiver
J. B. Grove, Box 143, Delphos, O. Magazine Agent
- 186. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 3804 State St., 1st and 3d Sundays of each month.
G. M. Blackburn, 356 W. Forty-third St. Master
Jas. Manning, 534 Root St. Secretary
J. E. Callaghan, 2538 Butterfield St. Collector
Wm. Stack, 2828 Shields ave Receiver
F. J. Northup, 1522 Wabash Ave Mag. Agent
- 187. LITTLE GIANT; Charleston, Ill.**
Meets in Firemen's Hall 1st and 3d Sundays.
Harry Douglass Master
Samuel Prater Secretary
Harry Douglass Collector
J. F. McDougal Receiver
Morgan Callahan Magazine Agent

- 198 S. S. MERRILL; Chicago, Ill.**
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W. Lake St.
E. P. Tobias, 27 N. Oakley street Master
Wm. O. Cleveland, 100 Washtenaw ave., Secretary
Geo. P. Smith, 42 Artesian ave Collector
H. Price, 1035 W. Madison St. Receiver
L. L. Gay, 1069 Fulton st Magazine Agent
- 199. BALDWIN; Ft. Howard, Wis.**
Meets 2d and 4th Sundays, 3 P. M.
H. L. Nichols, L. Box 39 Master
D. E. Hogan Secretary
Jay Parkinson, Box 266, Green Bay, Wis. Collector
M. Sheehy, Fort Howard, Wis. Receiver
Geo. Shequin Magazine Agent
- 190. FERGUSON; Mitchell, Dakota.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
William M. Smith, Box 877 Master
John F. Stoddard Secretary
Edward Smith, Sanborn, Iowa Collector
Emmet Wentworth, Sanborn, Iowa Receiver
Edward Smith, Sanborn, Iowa Magazine Agent
- 191. CUSTER; Livingston, Montana.**
Meets every Wednesday at 7:30 P. M., at Thompson's Hall.
W. T. Field, L. Box 54 Master
W. F. Koontz, L. Box 16 Secretary
M. K. Mayhew, L. Box 16 Collector
E. J. Healy, Billings, Montana Receiver
J. Martin, L. Box 16 Magazine Agent
- 192. MT. TACOMA; New Tacoma, Washington Ter.**
Meets 2d and 4th Sundays of each month.
J. S. Moss, 212 Tacoma Ave Master
F. M. Sisson Secretary
J. M. Hugs Collector
J. S. Moss, 212 Tacoma Ave Receiver
P. H. Andrews, 1733 E St. Magazine Agent
- 193. J. B. MAYNARD; Albina, Oregon.**
Meet in Hill's Hall, 2d and 4th Sundays.
J. R. Clark, E. Portland, Oregon Master
H. W. Hall, Box 287, East Portland, Oregon Secretary
D. J. Byrne, Box 287 East Portland, Oregon Collector
H. W. Hall, Box 287, East Portland, Oregon Receiver
J. F. McQuaid, McMinnville, Ore. Mag. Agent
- 194. BONAZZA; Missoula, Montana.**
Meets every Monday night in I. O. O. F. Hall
C. H. March, Box 45 Master
E. L. Hollister, L. Box 24 Secretary
Milton Cheney Collector
H. W. Smith Receiver
Samuel Gardner Magazine Agent
- 195. RE-ECHO; Montpelier, Idaho.**
Meets in K. of L. Hall Fridays, at 7:30 P. M.
S. L. Wyson Master
J. E. Toner Secretary
Ed. Furtell Collector
James Duffy Receiver
James Duffy Magazine Agent
- 196. CLOUD CITY; Leadville, Colo.**
Meets 2d and 4th Fridays at 8:00 P. M., in G. A. R. Hall.
Wm. Braden, 204 W. 5th St Master
S. W. Burdick, Box 320 Secretary
H. C. Newell Collector
H. A. Huddleston, Box 330 Receiver
George Moore, Box 330 Magazine Agent
- 197. RIVERSIDE; Savanna, Ill.**
Meets 1st and 3d Sunday of each month.
Clarence Latham, Box 446 Master
Ira Hurless, Box 79 Secretary
Hiram Hicks, Box 79 Collector
W. K. Lord, Box 147 Receiver
Ira Hurless Magazine Agent
- 198. MAPLE CITY; Norwalk, Ohio.**
Meets 1st and 3d Sundays.
V. C. Fitzsimmons Master
H. P. Boyley Secretary
John Templar Collector
E. E. Bishop, Box 769 Receiver
Geo. J. Brown, 111 n-w 8th St. Magazine Agent
- 199. MAHONING; Youngstown, Ohio.**
Meets every other Sunday evening in Union Veteran Hall, Federal Street.
D. Heinzelman Master
J. B. Mawby Secretary
J. B. Mawby Collector
W. T. Raney, 199 Hine St. Receiver
J. B. Reese, 1235 Emma St. Magazine Agent
- 200. GREAT SOUTHERN; Meridian, Miss.**
Meets every Monday evening at 7:30 in B. of L. E. Hall.
M. R. Curry, Box 210 Master
P. McHale, N. O. & N. E. Shops Secretary
J. Finn, 309 N. Fourth Ave Collector
Jas. Raspberry Receiver
Chas. R. Lewis, 659 Rampart St., New Orleans, La Magazine Agent
- 201. FRIENDLY HAND; Jackson, Tenn.**
Meets 1st and 3d Wednesday nights of each month in K. of P. Hall
D. W. Shea Master
J. L. Jones Secretary
Tim Coughlin Collector
J. L. Jones Receiver
J. D. Bledsoe Magazine Agent
- 202. SCIOTO; Chillicothe, Ohio.**
Meets in Clough's Hall 1st Sundays at 2:30 P. M., and 3d Mondays at 7 P. M.
Sinnet Barker, Box 68 Master
C. W. Sanders, Box 1231 Secretary
Albert Maunsell, 364 Second St Collector
Frank Willis, 861 E. Main St Receiver
C. W. Sanders Box 1231 Magazine Agent
- 203. GARFIELD; Garrett, Ind.**
Meets every Friday at 7:30 P. M.
Thomas Cunningham, Box 70 Master
W. K. George Secretary
M. W. Smith Collector
Frank Whiteman, Box 28 Receiver
F. Wheterman, Box 26 Magazine Agent
- 204. COTTON BELT; Jonesboro, Ark.**
Meets at Stacy Hall, every Monday at 7 P. M.
A. Donnigan Master
L. D. Roberts, L. Box 165 Secretary
Ambrose Donigan Collector
L. D. Roberts, L. Box 165 Receiver
W. B. Williamson Magazine Agent
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
J. R. Musselman, 620 Brannon St Master
C. A. Marsh, 203 Chandler St Secretary
C. M. Riddle, 220 Kline St Collector
J. R. Musselman, 620 Branner St. Receiver
John Symington, 207 Hancock St. Mag. Agent
- 206. FORT PICKERING; Memphis, Tenn.**
Meets first Monday and third Saturday of each month at Miller's Hall, corner Fifth and Jackson streets.
E. J. Hatch, 809 Main St Master
Dan S. Ramsey, 328 Union St. Secretary
M. J. Jobe, K. C. M. & B. R. R. Collector
D. S. Ramsey, 328 Union St. Receiver
Walter E. Owens, 787 Main St. Mag. Agent
- 207. LOYAL; Meadville, Pa.**
Meets in Arcanum Hall 1st and 3d Thursdays, and 2d and 4th Wednesdays.
Thos. S. Taylor, 767 Stewart St. Master
Chas. W. Higgins, Box 470 Secretary
Thos. Newberry Collector
Thos. Taylor, 767 Stewart St Receiver
Wm. C. Curtis, Vallowia, Pa Magazine Agent
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in C. M. B. A. Hall; alternate Tuesday and Saturday evenings.
John Hill, Box 82 Master
J. J. Lannan, Box 131 Secretary
Martin Griffin Collector
Daniel Creggan Receiver
C. A. Allen Magazine Agent
- 209. SARATOGA; Whitehall, N. Y.**
Meets alternate Sundays in Engineer's Hall, Breet's building.
W. R. Combs Master
D. H. LaCrosse, Box 236 Secretary
H. W. Collins, Box 236 Collector
Thos. Dorcal Receiver
W. C. Holloway Magazine Agent

- 210. 18-K; Schenectady, N. Y.**
Meets every other Thursday in McCamus' Hall.
J. E. VanVranken, Box 497 Master
Charles R. Weeks, Box 497 Secretary
Homer Eysnar, Box 646 Collector
Timothy Smith, Box 497 Receiver
John W. Vrooman Box 497 Magazine Agent
- 211. ONOKO; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.
S. F. Milheim, 436 Center St Master
W. H. McCormick, 425 Delaware St Secretary
James R. Morris, 711 Wilkes Barre St Collector
A. J. Mickley, 725 Berwick St Receiver
E. A. Seek, 823 Berwick St Magazine Agent
- 212. EMPIRE; Watertown, N. Y.**
Meets in Good Templars Hall 2d and 4th Sundays.
T. H. Lynch, 101 Factory St Master
H. A. French, 414 W. Dominicke St., Secretary
Rome, N. Y. Collector
H. A. French, 4 Cedar St Receiver
T. H. Lynch, 101 Factory St Magazine Agent
G. B. Walker, 71 Arsenal St
- 213. WEST SHORE; Frankfort, N. Y.**
Meets alternate Sundays in Joel's Block.
M. J. Melroy Master
J. A. Zollner Secretary
W. J. Weller, Box 597 Collector
B. Flansburg, Box 27, Coeyman Junction, N. Y. Receiver
D. P. Gillen, Canajoharie, N. Y. Mag. Agent
- 214. ORIOLE; Baltimore, Md.**
Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.
Albert F. Gibbons, 415 Fifth St Master
J. W. Akehurst, 442 Federal St Secretary
R. L. Carnan, 308 E. Lanvall street Collector
J. N. Jones, 1100 Barclay St Receiver
F. Gibbons, 1336 Wirt St Magazine Agent
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in Vaughn's Hall 2 and 4th Sundays at 12:30 P. M.
W. R. Taber, 222 Fourth St Master
J. W. Reed, 92 Second St Secretary
C. P. Lowell, 355 Broadway, Greenbush, N. Y. Collector
F. P. Brooksby, 80 Washington St., Greenbush, N. Y. Receiver
C. P. Lowell, 355 Broadway, Greenbush, N. Y. Magazine Agent
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sunday in each month in Grand Army Hall, at 11:30 A. M.
Geo. W. Alden, 94 Mt. Vernon St Master
O. A. Pope, F. R. R. Engine House, Fitchburg, Mass. Secretary
W. H. Cone Collector
Geo. W. Alden, 94 Mt. Vernon st Receiver
O. A. Pope, F. R. R. engine house Mag Agent
- 217. HEADLIGHT; Brazil, Ind.**
Meets in K. P. Hall 2d and 4th Sunday afternoons.
W. K. Larr, Box 242 Master
Elmer P. Collins Secretary
G. L. Cook Collector
W. S. Cook Receiver
Wm. H. Johnson, Brazil, Ind. Magazine Agent
- 218. PINKS PEAK; Colorado City, Colo.**
Meets every Sunday at 12:30 P. M.
W. D. O'Brien Master
Wm. Walker Secretary
Amos Allen Collector
Thomas F. Burns, Box 822, Colorado Springs Receiver
Wm. Walker Magazine Agent
- 219. SMOKY CITY; Allegheny, Pa.**
Meets every Monday at 2:30 P. M., Cor. Bidwell and Pennsylvania Ave.
E. D. Cawley, 280 Franklin St Master
C. Peterson, 176 Fulton St Secretary
Ed. F. McCarty, 2 Refugee St Collector
John T. Sweeney, 189 Adams st Receiver
R. Beeson, 271 Franklin St Magazine Agent
- 220. PROVIDENT; Sunbury, Pa.**
Meets 1st and 3d Sundays, in Cooper Hall.
Bailey Kennedy Master
C. A. Richards Secretary
C. A. Mitchell Collector
C. C. Bowen, Sunbury, Pa Receiver
Harvey Buck Magazine Agent
- 221. HURON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
T. Elliott Master
E. J. Everett, Box A Secretary
F. J. Burgess Collector
W. K. Forbes Receiver
Chas. Farmer Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets at G. A. R., Child's block, 1st and 3d Sundays at 2 P. M.
C. W. Gardner, Box 738 Master
O. G. Anderson, Box 49 Secretary
Charles Taff Collector
O. G. Anderson Receiver
Alex. Graves Magazine Agent
- 223. ASHLAND; Lexington, Ky.**
Meets 1st and 3d Thursdays in I. O. O. F. Hall.
Thos. J. Kane, 289 E. Main St Master
Frank Brandt, 227 E. Main St Secretary
S. W. Mallick, 199 E. Main St Collector
F. Brandt, 227 E. Main St Receiver
S. W. Mallick, 199 E. Main St Magazine Agent
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets 2d and 4th Sundays at 3 P. M. at Odd Fellow Hall.
Abe Vogel, L. Box 944 Master
Hubert Gans Secretary
John Mouran Collector
A. Vogel, L. Box 944 Receiver
J. A. Dickinson, Box 1128 Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
Meets every Monday night in Smith's Hall.
Burton Wheatley Master
W. H. Wadland Secretary
Con Goulding Collector
Will Blannerhassett Receiver
T. L. Drummond Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays at 8 P. M.
L. C. Overhiser Master
W. M. Nicol, L. Box 230 Secretary
J. Barry Collector
W. M. Nicol, L. Box 230 Receiver
J. H. Dunkin Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets 1st Wednesday and 4th Saturday at 7:30 P. M. at Stevens' Hall, North Chenango St.
W. A. Wrigley, 23 Doubleday St Master
G. B. Warner, 80 Lewis St Secretary
W. A. Wrigley, 23 Doubleday St Collector
Theodore Haskins, 30 Virgil St Receiver
G. B. Warner, 80 Lewis St Magazine Agent
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M., in the First National Bank, No. 332 Lackawana ave.
S. M. Travis, 716 Adams ave Master
J. G. Burnett, 405 North Main St., West Scranton Secretary
E. M. Tewksbury, 231 Fairview Ave. Collector
Hyde Park Receiver
Judson Bayly, 514 E. Market St Magazine Agent
A. R. Woodward, 226 N. 9th St
- 229. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker st Master
F. E. Beach, 262 Bleecker st Secretary
J. J. Quirk, 158 Catharine st Collector
A. E. Pease, 76 Main st Receiver
J. G. Agans, Box 383, Canastota, N. Y. Magazine Agent
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.
Geo. W. Gilkerson, Livingston Ave. above Ontario St Master
Geo. M. Jeffers, 36 Ontario St Secretary
Geo. W. Gilkerson, 537 Livingston Ave. Collector
Geo. M. Jeffers, 36 Ontario St Receiver
Geo. Heckman, 108 Western Ave Magazine Agent
- 231. DELAWARE; Wilmington, Delaware.**
Meets 1st and 3d Sundays at 2:30 P. M., corner Third and King Streets.
E. M. Sargent 618 west 4th St Master
G. H. Larimore, 405 Lombard St Secretary
George Clarey, 1011 Lombard St Collector
G. H. Larimore, 405 Lombard St Receiver
E. J. Gordon, 621 Lombard St Magazine Agent

- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays of each month, at 1 P. M., in K. of H. Hall.
D. H. Smith, Box 1481 Master
W. H. Tidaback, Box 1481 Secretary
W. J. Herlihy Collector
S. Gildersleeve, Box 1481 Receiver
H. B. Weeden, Drawer 104, Norwich, N. Y. Magazine Agent
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
Meets 1st Saturday evening and 3d Sunday afternoon in Victoria Hall.
Frank Probert Master
Kenneth Campbell, Box 286 Secretary
W. H. Gay Collector
R. H. Coggan, Box 81 Receiver
J. Stewart, Jr. Magazine Agent
- 234. NORTH BAY; North Bay, Ontario.**
Meets 1st and 3d Sundays, in B. of L. F. hall, W. B. Boucher Master
W. J. Thurlow, 119 Main St. Secretary
W. H. Allendale Collector
H. G. Reid Receiver
John Beattie Magazine Agent
- 235. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. W. Murphy, 3491 Denny St. Master
P. S. Williams, 2903 Penn Ave. Secretary
W. J. Adams, Arch St. above 28th Collector
H. B. Duff, corner Smallman and 28th Sts. Receiver
R. O. Ferrin, 2903 Penn st. Magazine Agent
- 236. HINTON; Hinton, West Virginia.**
Meets 1st and 3d Wednesdays at 1:30 P. M. and 2d and 4th Saturdays at 7:30 P. M.
W. A. Callahan Master
O. E. Madison Secretary
J. P. Steele Collector
J. R. Nutty Receiver
J. Grether, Box 118 Magazine Agent
- 237. CENTRAL PARK; Central Park, Ill.**
Meets 1st and 3d Sundays, in Tilton's Hall.
Ben Dean, Box 101 Master
M. J. Kennedy, 549 W. Ohio St., Chicago, Secretary
M. J. Kennedy, 549 W. Ohio St., Chicago, Collector
Thad. Chew Receiver
Horace Brink Magazine Agent
- 238. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
H. C. Kehlman, 1134 Jefferson St. Master
Henry Korts, S. 5th St. Secretary
A. E. Mercer Collector
H. C. Kehlman, 1134 Jefferson St. Receiver
Magazine Agent
- 239. BUCKEYE; Delaware, Ohio.**
Meets 2d and 4th Sundays, in Reid & Powell's Hall.
F. L. Volk, Box 782 Master
J. J. Quinlan, Box 405 Secretary
J. J. Jennings Collector
Jas. B. Healy Receiver
James Quinlan, Box 405 Magazine Agent
- 240. GILBERT; Jackson, Mich.**
Meets every Monday at 7:30 P. M.
Geo. E. Chapman, Hamlin St., between Cooper and Milwaukee Sts. Master
J. H. Bentley, 116 Cortland St. Secretary
M. A. Henry, 327 Quarry St. Collector
D. Green, 211 Orange St. Receiver
George Holden, 205 Beech st. Magazine Agent
- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel Laurell St.
John Gleam, Box 300 Master
P. C. Hagerty, Box 300 Secretary
John McCall, Box 300 Collector
Andrew Krapf, Box 300 Receiver
John J. Pickering, Box 300 Magazine Agent

- 242. WHEATON; Elmira, N. Y.**
Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.
W. M. Bacon, 811 South Ave. Master
Chas. Barker, 870 McGee St. Secretary
M. C. Ward, 157 S. Second St. Collector
J. H. Bartholomew, 108 Ferris St. Receiver
Daniel Keefe, 380 W. Fifth St. Magazine Agent
- 243. J. H. SELBY; Texarkana, Texas.**
Meets every Sunday at 2 P. M.
W. F. Rowe, Texarkana, Ark. Master
S. A. Oliver, Texarkana, Ark. Secretary
J. M. Painter, Texarkana, Ark. Collector
E. H. Christman Glass Box 362, Texarkana, Ark. Receiver
E. H. Christman Glass, Box 362, Texarkana, Ark. Mag. Agent
- 244. T. P. O'BROURKE; Chicago, Ill.**
Meets 1st Thursday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson Sts.
C. Naylor, 97 Stewart Ave. Master
J. J. Deegan, 2286 Archer Ave. Secretary
Wm. Baxter, 657 W. 13 Place Collector
N. E. Naro, 5637 Atlantic Ave. Receiver
P. C. Winn, 330 W. 12th St. Magazine Agent
- 245. GEORGIA; Savannah, Ga.**
Meets every Thursday at 7:30 P. M. and 3d Sunday at 2:30 P. M.
Joseph F. Dooner, 117½ Barnard St. Master
Adam Hutton, 117½ Barnard St. Secretary
Adam Hutton, 117 Barnard St. Collector
Fleming Goolshy, 212½ Harris St. Receiver
John J. Gordon, 101½ Montgomery St. Magazine Agent
- 246. MACON; Macon, Ga.**
Meets at M. & W. depot every Sunday.
W. M. Walker, 1325 Fourth St. Master
John Taylor, 553 Boundry St. Secretary
James Boatwright, 454 Oak St. Collector
Jas. M. Pool Receiver
E. B. Abell Magazine Agent
- 247. KENNESAW; Atlanta, Ga.**
Meets every Sunday at 2 P. M., at 49½ Broad St.
W. H. Hollingsworth, 390 Houston St. Master
Henry J. Young, 142 Mongum St. Secretary
S. N. Pitchford, 58 Smith St. Collector
John M. Baird, 194 Powers St. Receiver
Geo. Fechter Magazine Agent
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at 1:30 P. M., in G. A. R. Hall.
C. A. Mahan, Box 767 Master
J. S. Brown, Box 704 Secretary
Wm. Rose Collector
H. L. Adams, Box 537 Receiver
Chas. Weisell, Box 580 Magazine Agent
- 249. CALUMET; South Chicago, Ill.**
Meets 2d and 4th Sundays at 7:30 P. M., in Engineer's Hall, South Chicago.
Samuel T. Hooper, Judd, Cook Co., Ill. Master
Hugo Logan, Judd, Cook County, Ill. Secretary
Hugo Logan, Judd, Cook County, Ill. Collector
J. W. Swartzell, Judd, Cook County, Ill. Receiver
O. J. Austin, Judd, Cook Co., Ill. Mag. Agent
- 250. GOLDEN LINK; Wilkesbarre, Pa.**
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
E. A. Kelley, Ashley, Pa. Master
W. C. Daugherty, 71 Kidder St. Secretary
C. H. Laman, Kingston, Pa. Collector
C. Vanwhy, Ashley, Pa. Receiver
Elmer E. Butz, Ashley, Pa. Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets at Stahl's Hall 1st and 3d Sundays.
Thee. Lindenmuth East Mauch Chunk Master
John McAllister, Box 275 Secretary
L. H. Yetter, Box 275 Collector
C. Roberts, Box 275 Receiver
L. H. Yetter, Box 275 Magazine Agent

- 263. COLUMBIA; Columbia, Pa.**
Meets in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
Harry M. Hinkle Master
Frank Stocker Secretary
Geo. W. Ewing Collector
Martin M. Hinkle Receiver
H. A. Bennett, Box 531 Magazine Agent
- 263. TRENTON; Trenton, N. J.**
Meets in Bayard Post No. 8, G. A. R. room at 24 E. State St. 1st and 3d Sundays of each month.
John Hatfield, 47 Hart ave. Master
Robert Stackhouse, 697 Broad St. Secretary
Thos. H. Decator, 45 Hart Ave. Collector
Frank P. Parsons, 175 Brunswick Ave. Receiver
Wm. C. Massey, 157 Passaic St. Magazine Agent
- 264. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays, at 7:30 P. M. in Masonic Hall.
W. H. Roberts Master
C. T. Crippen, Box 171 Secretary
P. J. Farrell Collector
J. P. Hoff Receiver
H. F. Reineohl, Box 524 Magazine Agent
- 265. NEIGHBOR; McCook, Neb.**
Meets in Masonic Hall 1st and 3d Wednesdays, and 2d and 4th Saturdays.
Ernest McConnell, Box 154 Master
I. W. Jackson, Box 95 Secretary
I. W. Jackson, Box 96 Collector
G. A. Tolander, Box 521 Receiver
Frank McAdams, Box 216 Magazine Agent
- 266. HIGH LINE; Como, Colo.**
Meets every Thursday 8 P. M. in McFarlin Hall.
B. Bowerman Master
G. W. McAleer, Box 47 Secretary
M. S. Mathes Collector
G. W. McAleer, Box 47 Receiver
G. A. Milroy Magazine Agent
- 267. KIT CARSON; Raton, New Mexico.**
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
John W. Cullen Master
Alfred R. Cullen Secretary
B. F. Pine Collector
James McPherson Receiver
Chas. Miller, Box 56 Magazine Agent
- 268. BENO; Nickerson, Kansas.**
Meets in Odd Fellows Hall every Thursday evening at 7:30.
A. E. Leighty Master
J. S. Wood, L. Box 18 Secretary
Jas. Banton Collector
A. S. Rittenour Receiver
B. A. Devauxaux Magazine Agent
- 269. CALIFORNIA; Sacramento, Cal.**
Meets 2d and 4th Tuesdays in Red Men's Hall, Masonic building, 6th and K Sts.
E. Kuns, 1311 Ninth St. Master
G. E. Hanford, Box 107 Secretary
C. W. Cox, 1517 N St. Collector
J. D. Cummings, Box 107 Receiver
G. E. Hanford, Box 107 Magazine Agent
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets 1st Sunday 3d Tuesday in Masonic hall.
Morgan Feathers, Box 110 Master
Israel Cook, Box 87 Secretary
Wm. Hanway Collector
Frank Ewing Receiver
George S. Lewis, Box 108 Magazine Agent
- 262. QUEEN CITY; West Toronto Junct., Ont.**
Meets 1st and 3d Mondays, and 2d and 4th Tuesdays at Carlton Hall.
W. B. Ritchey, Box 61 Master
John Donaldson Secretary
William Hyndman, Box 61 Collector
John Price Receiver
A. Madden Magazine Agent
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at Alamo Hall.
Thomas Thrallkill, Box 55 Master
S. M. Bridgewater, Lox Box 10 Secretary
B. C. Melson, Box 10 Collector
A. E. Aikman, Box 10 Receiver
A. Crowsou Magazine Agent
- 264. J. K. GILBREATH; Butte City, Montana.**
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
Joseph Byrne, Box 4, South Butte Master
Peter Grant, South Butte Secretary
Geo. Tyndall, Box 832 Collector
C. H. DeCamp, Box 5, South Butte Receiver
Mac. Haskins, South Butte, Mon Mag. Agent
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meets 1st and 3d Sundays at 2:30 P. M. in I. O. O. F. Hall.
H. Norris, 59 River avenue Master
G. P. Downey, 13 Wenham avenue Secretary
Walter Follett Collector
J. Kitselman, 68 California St. Receiver
Elmer E. Decker, 447 S. Division St. Mag. Agent
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meets 1st and 3d Mondays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
J. E. Moquin Master
H. O. Fuller, L. Box 31 Secretary
L. Kittell Collector
Laurence Hoffman Receiver
Laurence Hoffman Magazine Agent
- 267. ENDEAVOR; Algiers, La.**
Meets at Castle Hall every Thursday at 7:30 P. M.
M. H. Brown, 78 Webster Ave. Master
A. G. Donely, 88 1/2 Pacific Ave. Secretary
A. H. Flynn, 87 Pacific avenue Collector
W. T. Douner, 115 Pacific Ave. Receiver
A. H. Flynn, 87 Pacific Ave. Magazine Agent
- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn. Master
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn. Secretary
Jas. Harrington, 310 Long St. Collector
Tim O'Leary, care 301 Cor. McCreary and Hines St., Nashville, Tenn. Receiver
- 269. O. K.; Cincinnati, Ohio.**
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Luddon, 110 Cass St. Master
R. E. McKenzie, 151 Baymiller St. Secretary
W. C. Conn Collector
G. S. Kershner, 1334 Greenup St., Covington, Ky. Receiver
Ed. Cullen, 27 Budd St. Magazine Agent
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson, 2216 Cedar Ave. Master
D. Lucas, 407 Fifth St. S. Secretary
A. M. Getchell, 27 Second St. S. Collector
Chas. Kraft, 2116 Twenty-Ninth St. S. Receiver
Ambrose Powell, 3020 28th Ave. So., Mag. Agent
- 271. BYRAM; Stanhope, N. J.**
Meets in Drake's Hall, 2d and 4th Sundays at 4 P. M.
R. A. Trezise, Box 80, Port Morris Master
Wm. Weller, Box 25, Port Morris Secretary
W. H. Blanchard, Port Morris Collector
Wm. Weller, Box 25, Port Morris Receiver
M. T. Dickerman, Box 31, Port Morris, N. J. Magazine Agent
- 272. WILSON; Junction, N. J.**
Meets 1st and 3d Sundays in Well's Hall.
Jno. S. Erelaud, Jr. Master
J. E. Dineen Secretary
J. P. Butler Collector
J. B. Everett Receiver
John S. Erelaud Magazine Agent
- 273. DENVER; Denver, Colo.**
Meets every Monday night in P. O. S. of A. Hall, corner 15th and Holladay Sts.
R. M. Huntington, 562 Santa Fe St. Master
H. J. Sweeney, 1043 Seventh St. Secretary
C. H. Curtis, 458 Clark St. Collector
W. J. Bratton 1245 Pimon St. Receiver
J. E. Nichols, 2221 Lawrence St. Magazine Agt
- 274. JACKSON; Clifton Forge, Va.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Odd Fellows Hall.
J. H. Wright Master
C. H. Butcher Secretary
R. B. Donovan Collector
J. H. White, 811 Stewart St., Staunton Receiver
R. R. Johnson Magazine Agent

- 275. L&K; Richmond, Va.**
Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays at 1:30 P. M.
Wm. J. Burke, N. N. & M. V. Round House, Master
W. A. Demaine, N. N. & M. V. Rd House, Secretary
W. R. Sanders, Carrington st, Crow's Hill, Collector
Henrico co., Va. Receiver
Wm. J. Burke, N. N. & M. V. Round House, Receiver
W. R. Sanders, Carrington st, Crow's Hill, Mag. Agent
Henrico co., Va.
- 276. REGINA; Vancouver, B. C.**
Meets every Monday evening in K. of P. Hall.
D. A. Morton Master
Angus Morton Secretary
Angus Morton Collector
Fred Clutterbuck Receiver
Harry Andrews Magazine Agent
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
O. E. Adams, L. & N. Shops Master
R. H. McCarty, L. & N. Shops Secretary
B. H. McCarty, L. & N. Shops Collector
Frank I. Carney, L. & N. Shops Receiver
W. A. Crawford, L. & N. Shops Magazine Agent
- 278. ANDERSON; Vicksburg, Miss.**
Meets 1st and 3d Tuesdays at 2 P. M. and 2d and 4th Fridays at 7 P. M.
H. J. Stanton, 817 Pearl St Master
D. P. Weaver, 1107 S. Washington St. Secretary
E. R. Wright, 1107 S. Washington St. Collector
D. P. Weaver, 1107 S. Washington St. Receiver
E. Wright, 1107 So. Washington St. Mag. Agent
- 279. METEOR; McComb City, Miss.**
Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.
J. Lee Colton Master
A. W. Jennings, Box 87 Secretary
A. W. Jennings, Box 87 Collector
Ike H. Martin, Box 87 Receiver
E. M. Coe Box 87 Magazine Agent
- 280. OZARK; Thayer, Mo.**
Meets Sundays at 8 A. M. in Sachs' Hall.
W. H. Lobnes, Box 237 Master
Jacob Myers, Box 185 Secretary
G. E. Beaumont Collector
C. P. Countryman Receiver
Henry I. Ogle Magazine Agent
- 281. TUNNEL HILL; New Albany, Ind.**
Meets in Hedden's Hall 1st and 3d Sundays at 2 P. M.
W. S. Ashcroft Master
W. H. Stephens, 41 W. 7th St. Secretary
W. H. Saries Collector
W. H. Stephens, W. 7th St. Receiver
John S. Keane, 118 Main St. Magazine Agent
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meets in Lotta Hall on 1st and 3d Sundays at 2:30 P. M.
J. T. Worsham Master
Colvin Minnifear Secretary
Wm. Couplau Collector
D. Aldridge Receiver
J. T. Worsham Magazine Agent
- 283. LACKAWANNA; Great Bend, Pa.**
Meets in Kestler's Hall 2d Sunday and 4th Wednesday.
F. J. May, Box 139, Hallstead, Pa. Master
E. Edenger Secretary
Thos. L. Connelly Collector
H. P. Trowbridge, Hallstead, Pa. Receiver
S. H. Wells, Great Bend, Pa. Mag. Agent
- 284. ELM CITY; New Haven, Conn.**
Meets at Elk's Hall, 862 Chapel St. 1st Saturday and 3d Sunday afternoon.
E. A. Ferrell, 159 Rosette St Master
E. S. Ailing, 123 Cedar St. Secretary
W. H. Dellert, 43 Carlisle St. Collector
Wm. A. Pyle, 46 Arthur St. Receiver
Chas. A. Baldwin, 243 Greenwich Ave. Magazine Agent
- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month, Cor Pratt and Main Sts., in Bliss Hall.
H. L. Stearns, 4 Wooster St Master
E. E. Bill, 27 Vine St Secretary
B. A. Thayer, 112 Hopkins St. Collector
H. L. Stearns, 4 Wooster St. Receiver
J. H. Osmond, 40 Windsor St. Magazine Agent
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meets in B. L. E. Hall 2d and 4th Sundays at 2 P. M.
Wilfred Borland, 412 N. 4th St. Master
Adolphus Fixel, 1214 Miller St. Secretary
Robert Steiner, 875 N. 4th St. Collector
Wesley Beck, 124 Sears St. Receiver
A. Fixel, 1214 Miller St. Magazine Agent
- 287. ALTOONA; Altoona, Pa.**
Meets every Sunday at 2 P. M., in Ott's Hall, Twelfth St.
T. D. Trout, 2d ave. and 7th St. Master
J. C. Brode, 1004 Nineteenth St. Secretary
W. G. Miller, 1803 Union Ave. Collector
F. A. Davis, 1803 Union Ave. Receiver
P. F. Allen, 1213 Sixteenth avenue Mag. Agent
- 288. EMMET; Ratherville, Iowa.**
Meets 1st Sunday and third Monday at 7:30 P. M. in Masonic Hall.
Geo. Godden, Box 78 Master
P. J. Sullivan, Box 48 Secretary
A. L. Houlthouser, Box 5 Collector
R. S. Robinson, Box 102 Receiver
D. L. Post, Box 78 Magazine Agent
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine Master
Geo. Morgan, Box 575 Secretary
Wm. H. Anyan Collector
Wm. Edwards Receiver
Wm. Edwards Magazine Agent
- 290. MARION Hannibal, Mo.**
Meets in Emmet Hall, 2d & 4th Sundays at 7 P. M.
W. E. Miles, 1101 Church st. Master
L. R. Bickel, 510 Bluff st. So. Secretary
J. S. Hart, 412 Washington St. Collector
W. F. Ritter, 217 S. 4th St. Receiver
L. R. Bickel, 510 Bluff St. Magazine Agent
- 291. ATLANTIC; Brooklyn, N. Y.**
Meets 2d Saturday evenings and 4th Sunday mornings at Pythian Hall.
Geo. P. Smith, 46 Williams Ave., 26th ward, Master
Walter Jamison, 7 Ferry Place Secretary
John Logue Collector
Thos. H. Smith, 707 Madison St. Receiver
Ed. Locke, Sackman St., bet. E. New York and Liberty Ave., Station E., Brooklyn, N. Y. Mag. Agent
- 292. POCAHONTAS; Holden, Mo.**
Meets in Odd Fellows' Hall, 2d and 4th Saturday.
J. C. Bell Master
G. R. Johnson Secretary
W. A. Bedell Collector
W. M. Bedell Receiver
G. R. Johnson Magazine Agent
- 293. LAFAYETTE; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2627 Fremont St. Master
W. J. Sharkey, 2808 Somerset St. Secretary
W. McLoughlin, 1521 Wood St. Collector
L. Faber, 808 Buttonwood St. Receiver
G. W. Nevill, 1541 Palmer St. Magazine Agent
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple, Box 202 Master
G. W. Lynch, L. Box 324 Secretary
O. G. Temple, Box 202 Collector
J. T. Looney, 199 E. Main St., Lexington, Ky. Receiver
E. A. T. Watkins, Box 202 Mag. Agent
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
J. V. Cunningham, 1314 Carry Ave. Master
A. R. Kough, 513 Twenty-Third street, Rock Island, Ill. Secretary
A. R. Kough, 513 Twenty-Third street, Rock Island, Ill. Collector
A. M. Kough, 513 Twenty-Third street, Rock Island, Ill. Receiver
F. W. Duncan, 506 Brady St. Magazine Agent
- 296. IRON RANGE; Duluth, Minn.**
Thomas Kelly, Two Harbors, Minn. Master
Walter H. Bell, Box 209, Two Harbors, Minn. Secretary
P. J. McGuire, Two Harbors, Minn. Collector
J. G. Defond, 1916 W. Michigan St. Receiver
A. Dahl, 2132 Second St., west Mag. Agent

- 297. CLARK; Jeffersonville, Ind.**
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 302 Master
C. E. Buehler Secretary
Thos. White Collector
A. B. Chambers Receiver
P. A. Coleman Magazine Agent
- 298. GLENCOE; St. Louis, Mo.**
Meets at 2317 Chouteau Ave., 1st and 3d Mondays
at 1:30 P. M.
Geo. T. Andrews, 2029 Eugenie Street . . . Master
J. W. Reynolds, 2132 Gratiot St. Secretary
Charles A. Durnell, 512 Montrose ave. . . Collector
W. J. Murphy, 314 Montrose ave. Receiver
H. L. Dedrick, 622 Argyle Ave. Mag. Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
James Butler, Alliance Master
W. H. Zink, L. Box 80 Secretary
G. R. Rock, Box 85 Collector
C. H. Ridge, Box 87 Receiver
W. S. Brown Magazine Agent
- 300. HARBOR CITY; Michigan City, Ind.**
Meets in I. O. O. F. Hall 1st, 3d and 5th Mondays
at 2 P. M.
A. S. Hewitt, Box 814 Master
W. H. Roe L. Box 641 Secretary
W. H. Henry, Box 49 Collector
Jas. Whitby, L. Box 704 Receiver
Lew Willson, 7th street Magazine Agent
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday . a
P. M. in Engineer's hall.
Samuel J. Norris Master
Frank W. Thompson Secretary pro tem
Frank W. Thompson Collector
Wm. M. Weeks Receiver
W. C. Baldwin Magazine Agent
- 302. YOUGHIOGHENY; Connellsville, Pa.**
Meets alternate Sundays in Reisinger Hall, Main
street, Connellsville, Pa.
J. P. Smith, Box 261 Master
A. C. Plante Box 173 Secretary
S. A. McPhee, Box 387 Collector
A. C. Plante, Box 173 Receiver
W. J. Keenan, Box 38 Magazine Agent
- 303. VILLA PARK; Streator, Ill.**
Meets 1st and 3d Sundays.
J. J. Corcoran, 151 Monroe St. Master
T. W. White, 281 N. Mason St. Secretary
J. H. Nance, 118 Everett St. Collector
M. Catlin, 180 North Monroe St. Receiver
Chas. Burtch, 155 E. Wilson St. Magazine Agent
- 304. THREE BRANCH; Argenta, Ark.**
Meets every Saturday evening at 7:30 P. M., in
Moses Hall, Argenta, Ark.
Jas. S. Sharp Master
Chas. E. Humphrey Secretary
R. S. Hunt, Box 157 Collector
R. G. Curtis Receiver
B. A. G. Sell, Box 115 Magazine Agent
- 305. UNWIN; Rat Portage, Ontario.**
Meets in Garfield Hall, 1st and 3d Wednesdays.
Sam S. Wilson Master
Wm. Burrage, Box 40 Secretary
Wm. Munt Collector
Chas. Unwin Receiver
Wm. Burrage, Box 40 Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday
at 4 P. M. in Temple Hall, Sanborn Block.
J. C. Muzzey, 17 Green St. Master
F. H. Favor, 11 Fremont St. Secretary
Z. H. Durkee, Box 248, White River Junc-
tion, Vt. Collector
James Burbeck, 14 Essex St. Receiver
C. S. Woods, West Lebanon, N. H. . . . Mag. Agent
- 307. HANDEN; Springfield, Mass.**
Meets in Crescent Hall, 218 Main St., 1st and 3d
Sundays.
Chas. A. Chapin, B. & A. Engine House . . Master
J. A. Simons, 122 Patton St. Secretary
John Fenton, 108 Congress St. Collector
M. D. Newton, Merrick, Mass. Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent
- 308. BELLE HAVEN; Alexandria, Va.**
Meets 2d and 4th Sundays.
J. W. Hook, 124 Duke St. Master
N. B. Grant Secretary
H. J. Mortimer Collector
W. M. Mansfield 1018, Duke st Receiver
H. J. Mortimer Magazine Agent
- 309. BARTHOLDI; Long Island City, N. Y.**
Meets 2d Mondays and 4th Saturdays in Schwal-
lenberg Hall.
Wm. J. Simon, Box 73, Rhnetzen Park, . . . Master
L. I., N. Y.
Jno. W. Brown, 147 Dupont St., Green . . .
Point, L. I., N. Y. Secretary
Edward Murphy, Sag Harbor, L. I. Collector
Frank Sembler Receiver
W. A. Barnum, College Point, L. I. . . . Mag. Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
Meets 1st, 3d and 4th Wednesdays at 7:30 P. M.,
and 3d Sunday at 2 P. M.
G. B. Meyers, Box 108 Master
H. E. Hartman Secretary
H. C. Martin Collector
Joshua Rhodes Receiver
Joshua T. Cole Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Ia.**
Meets in V. A. L. Hall 1st and 3d Sundays.
Arthur Kennedy Master
J. C. Hanby, Box 228 Secretary
I. W. Miller, Box 341 Collector
C. A. Howe, Box 379 Receiver
E. L. Condon, Box 126 Magazine Agent
- 312. BLUE VALLEY; Wymore, Neb.**
Meets in Masonic Hall 1st and 3d Sundays.
W. F. Hacket, Box 138 Master
B. A. Downen Secretary
L. W. Small Collector
S. E. Fulton, Box 45 Receiver
B. A. Downen Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets alternate Mondays at 7:30 P. M.
John Donovan, Box 32, Armstrong, Kan. . Master
Thos. McHale, 808 Colorado avenue, Arm-
strong, Kan. Secretary
M. S. Laughlin, Box 54 Collector
Emmett Lewis, 534 Highland avenue,
Armstrong, Kan. Receiver
E. C. Haddock, 120 N. 5th St., Kansas
City, Kan. Magazine Agent
- 314. MUTUAL; Knoxville, Tenn.**
Meets 1st and 3d Wednesdays at 7:30 P. M. in
Engineer's Hall, North Knoxville, Tenn.
Frank A. Stephens, 53 Depot St. Master
Walter Green, 130 E. Park St. Secretary
G. L. Key, 144 E. Park St. Collector
W. T. Armstrong Receiver
J. E. Lancaster, 5 E. Depot St. Mag. Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at Odd Fellows Hall,
101 Hudson avenue.
Oliver J. Ogden, 58 James st Master
Wm. J. Murray, 68 High St. Secretary
Jas. A. Dardis, 85 James St. Collector
H. R. Peach, 44 George St. Receiver
H. A. Norton, Green Island House Mag. Agent
- 316. OMEGA; Buffalo, N. Y.**
Meets every Saturday evening at Siebert's Hall,
corner Jefferson and Bristol Sts.
J. R. Huntley, 79 Van Rensseler St. Master
Wm. H. Walsh, 1903 Broadway Secretary
T. C. Burke, 865 Seneca St. Collector
Robt. O. Williams, 89 Watson St. Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent
- 317. MOUNT PENN; Reading, Pa.**
Meets 1st and 3d Sundays, at 9:33 A. M. in Bland's
Hall, 9th and Penn Sts.
George Leeds, 342 Moss St. Master
Wm. Gordon, 836 Green St. Secretary
Wm. J. A. Kendall, 833 Green St. Collector
L. Brownback, 417 N. 10th St. Receiver
M. W. Pottelger, 547 N. Ninth St. Mag. Agent

- 818. IRON CITY; Glenwood, 32d Ward, Pittsburgh, Pa.**
Meets 1st and 3d Monday evenings at 7:30, in
Speck's Block, cor. 2d and Hazlewood avenue.
J. F. Willis, Glenwood, 23d Ward . . . Master
F. J. Thomer, Euler alley, 14th Ward, . . . Secretary
Pittsburgh, Pa.
J. A. Woodcock, Glenwood, 23d Ward . . . Collector
W. J. McNamary, Glenwood, 23d ward . . . Receiver
Wm. Carter, 23d Ward, Lytle St. . . Magazine Agent
- 819. ORPHANS' HOPE; Dennison, Ohio.**
Meets every Tuesday at 6:30 P. M., standard time.
John Roach . . . Master
John C. Lindulf . . . Secretary
John Roach . . . Collector
Harry R. Brown, Jr. . . . Receiver
Harry R. Brown, Jr. . . . Magazine Agent
- 820. ARBITRATION; East St. Paul, Minn.**
Meets 1st Sunday at 2 P. M., and 3d Wednesday
at 8 P. M.
D. Jordan . . . Master
J. H. Salley, 617 Minnehaha St., St. Paul, Secretary
A. H. Hunter, 751 Edgerton St., St. Paul, Collector
R. A. Hetherington, 506 Beaumont St. . . Receiver
T. C. Hetherington, 582 E. Seventh St.
St. Paul . . . Magazine Agent
- 821. SNOW DRIFT; Chapeau, Ont.**
Meets in E. of L. F. Hall, First and Third Mon-
days at 7:30 P. M.
A. Rathwell, C. P. R. R. . . . Master
W. J. Devlin, C. P. R. R. . . . Secretary
Mark Bowles . . . Collector
J. McAdams, C. P. R. R. . . . Receiver
Herbert D. Gay . . . Magazine Agent
- 822. WISSAHICKON; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month, at S.
E. cor. 10th and Spring Garden Sts.
L. D. Woodington, 1939 N. Ninth st . . . Master
James Haas, 2135 Darlen St . . . Secretary
James Haas, 2135 Darlen St . . . Collector
Joseph Harrison, 668 Jay St . . . Receiver
John Kiple, 908 Green St. . . Magazine Agent
- 823. ANTHRACITE; Tamaqua, Pa.**
Meets in Kern's Hall, 2d and 4th Sundays.
Wm. H. Fry . . . Master
Wm. Heckman, Box 367 . . . Secretary
Andrew Frank . . . Collector
Wm. J. Dintinger, Box 347 . . . Receiver
Jos. Mucklow . . . Magazine Agent
- 824. MOUNTAIN GROVE; Catawissa, Pa.**
Meets 2d and 4th Sundays of each month at 1:30
P. M., in News Item Hall.
J. W. Fisher, Box 222 . . . Master
Jeremiah Haley . . . Secretary
Jeremiah Haley . . . Collector
Geo. Menach Rupert, Columbia Co., Pa. . . Receiver
W. Bowman, Milton, Pa. . . Magazine Agent
- 825. SCHUYLKILL VALLEY; Pottsville, Pa.**
Meets 2d and 4th Sunday evenings of each month.
C. H. Wesley, 315 N. 3d St., Pottsville, Pa. . . Master
Jesse M. Elder, 701 Market St . . . Secretary
W. H. Osmau, 122 N. Coal St. . . Collector
W. H. Sowers, 402 W. Savoy St . . . Receiver
Nicholas Knebles, 45 E. Savoy St., Palo
Alto, Pottsville . . . Magazine Agent
- 826. FOLWELL; Bradford, Pa.**
Meets 1st & 3d Sundays at 7:30 P. M. in G. A. R. Hall.
Geo. P. Clough, 6 Allison St. . . Master
J. H. Fenner, 60 High St. . . Secretary
Clarence Billington, 25 Hilton St. . . Collector
Geo. P. Clough, 6 Allison St. . . Receiver
P. T. Lane, 13 Boyeston St. . . Magazine Agent
- 827. SILVER MOUNTAIN, Needles, Cal.**
Meets every Saturday in K. of L. Hall.
W. B. Cordingly . . . Master
J. M. Griffith . . . Secretary
A. P. Riggs . . . Collector
O. L. Ferguson . . . Receiver
John M. Griffith . . . Magazine Agent
- 828. STONE BALLAST; Plattsmouth, Neb.**
Meets in K. P. Hall alternate Sundays at 2 P. M.
C. P. Curtis . . . Master
H. F. Zinn . . . Secretary
J. E. Kline . . . Collector
W. P. Ferguson, L. Box 916 . . . Receiver
V. M. Mullis . . . Magazine Agent
- 829. SOLOMON VALLEY; Downs, Kansas.**
Meets 1st and 3d Sundays at 1:30 P. M. in Masonic
Hall.
H. E. Wade . . . Master
E. Remy, Box 169 . . . Secretary
John Milheiser, Box 102 . . . Collector
C. Tunnichiff, Box 110 . . . Receiver
R. J. Dunlap . . . Magazine Agent
- 830. RIVER VIEW; Kansas City, Kansas.**
Meets 2d and 4th Sundays at 2:00 P. M. at Melville
Hall, Armourdale, Kan.
J. J. Barr, 835 Park Ave . . . Master
R. S. Stewart, 1425 Genesee St., Station
"A," Kansas City, Mo . . . Secretary
J. J. Barr, 835 Park Ave . . . Collector
E. D. Root . . . Receiver
J. J. Barr, 835 Park Ave . . . Magazine Agent
- 831. CHICAGO BELT LINE; Auburn Junction, Ill.**
Meets in Foresters' Hall, Cor. 81st St. and Vin-
cennes Ave., Auburn, Ill.
O. Fisher, S. Englewood, Ill . . . Master
J. D. Flood, Box 34, S. Englewood . . . Secretary
J. McCarty, Auburn Junction, Ill . . . Collector
J. D. Flood, Box 34, So. Englewood . . . Receiver
W. Smith, S. Englewood, Ill . . . Magazine Agent
- 832. STONE MOUNTAIN; Augusta, Ga.**
Meets every alternate Sunday in hall corner of
Broad and Jackson Sts.
B. W. Furber, Ga. R. R. Shops . . . Master
P. J. Buckley, Cen. R. R. shops . . . Secretary
J. T. Zimmerman, 918 Calhoun St . . . Collector
John B. Nunn, 884 Fenwick St . . . Receiver
Jas. S. Downing, Ga. R. R. shops . . . Mag. Agent
- 833. FAIRMOUNT; Philadelphia, Pa.**
Meets in Hancock Hall, Cor. 40th St. and Lan-
caster Ave., 2d and 4th Tuesday evenings.
B. F. M. Kaffer, 3921 Aspen St . . . Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 830 N. 40th St. . . Collector
Harry C. Ewing, 830 N. 40th St. . . Receiver
H. C. Ewing, 830 N. 40th St. . . Magazine Agent
- 834. ELLSWORTH; Philadelphia, Pa.**
Meets 2d and 4th Sundays of every month, in Pat-
terson Post Hall, Broad above Ellsworth st.
H. C. Smith, northwest corner Stocker
and Washington Ave . . . Master
Wm. Akin, 1613 Mole St . . . Secretary
J. J. Jamison, 706 N. 36th St. . . Collector
H. A. Krause, 1706 Afton St. . . Receiver
Harry Yocum, 921 S. 18th St. . . Magazine Agent
- 835. SAINT ADOLPHUS; Hochelaga, Canada.**
Meets alternate Sundays at 111 Moreau St., Trem-
blay Block.
Alfred Pring, 20 Roch Lane, Montreal . . . Master
Peter Dionne, 69 Iberville St, Montreal, Secretary
Peter Dionne, 69 Iberville St, Montreal, Collector
J. G. Brazeau, 83 Moreau St. . . Receiver
J. Langstreth, 107 Marlborough St. . . Mag. Agent
- 836. FALL RIVER; Neodesha, Kansas.**
Meets 2d and 4th Saturdays, in I. O. O. F. Hall.
L. N. Baker, Box 178 . . . Master
I. H. Berry, Box 178 . . . Secretary
J. A. McPaul . . . Collector
Chas. Koehler . . . Receiver
Mose Weekley . . . Magazine Agent
- 837. BIG FOUR; Kansas City, Mo.**
Meets alternate Tuesdays at 7:30 P. M., at Sum-
merwell's Hall, 21st and Drupp Sts.
Clinton T. Allis, 1832 Bellevue Ave . . . Master
L. F. Stephens, 1005 W. Seventeenth St., Secretary
Chas. E. Thompson, 1226 Reservoir St., Collector
N. F. Clough, 1812 Holly St . . . Receiver
J. A. Brown, 1827 Holly St. . . Mag. Agent
- 838. WEST BRANCH; Remov, Pa.**
Meets alternate Sundays in Spangler's Hall, Cor.
6th St. and Huron Ave., at 1:30 P. M.
W. C. Robinson . . . Master
R. C. McFarland . . . Secretary
R. C. McFarland . . . Collector
J. D. Stoner . . . Receiver
James Campbell . . . Magazine Agent

- 839. WHITE BREAST; Charlton, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
M. L. Bixler Master
A. M. Williboy, L. Box 781 Secretary
G. C. Koebel Collector
T. H. Sanford Receiver
Albert Brown Magazine Agent
- 840. STAR OF THE WEST; Newton, Kan.**
Meets in Odd Fellows' Hall alternate Thursdays, at 7:30 P. M.
G. W. Wilcox, 128 W. Second St Master
Chas. S. Druce, L. Box 169 Secretary
J. E. Drennan, L. Box 169 Collector
John G. Wright, L. Box 169 Receiver
W. S. Dix, 309 W. 1st St Magazine Agent
- 841. GOLD RANGE; Donald, B. C.**
Meets in Firemen's Hall every Wednesday.
Arthur Randall Master
Geo. B. Govett, Box 49 Secretary
Geo. B. Govett, Box 49 Collector
Thomas Clouston Receiver
John Simons, Revelstock, B. C. Magazine Agent
- 842. CASCADE; Medicine Hat, North West. Terr.**
Meets in Masonic Hall, 2d and 4th Sundays.
Wm. Lowe Master
James Hawthorne, Box 66 Secretary
Chas. E. Parker, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Leonard Dobbin, Box 66 Magazine Agent
- 843. WHITSETTE; Charlotte, N. C.**
Meets in I. O. O. F. Hall 1st, 3d and 4th Sundays at 11 A. M.
Ernest Garraux, Box 21 Master
Wm. A. Kizziah, Box 21 Secretary
Chas. L. Cauble, Box 21 Collector
R. G. Smith, Box 21 Receiver
Thomas J. Pettus Magazine Agent
- 844. BRADSHAW; Columbia, S. C.**
Meets in K. of P. Hall every Sunday at 10:30 A. M.
D. C. Dickert, Box 68 Master
R. D. Morton, Box 68 Secretary
E. J. McMeekin, Box 68 Collector
G. P. Lawrence, Box 68 Receiver
Oscar Land, Box 68 Magazine Agent
- 845. FRONT END; Paris, Texas.**
Meets every Saturday at 8:00 P. M.
W. H. Dickinson, Box 24 Master
J. E. Gerard, Box 24 Secretary
R. C. House Collector
James Lyons Receiver
J. N. Ballew Magazine Agent
- 846. FLOWERY LAND; Pensacola, Fla.**
Meets in Odd Fellows' Hall 1st and 3d Mondays.
W. A. Shackelford, L. & N. Shops Master
F. T. Martin, 107 East Wright St Secretary
H. A. Hatch, L. & N. Shops Collector
J. I. Sizer, L. & N. Shops Receiver
J. W. Chisholm, 617 E. Wright St Mag. Agent
- 847. OLD FORT; Dodge City, Kansas.**
Meets in I. O. O. F. Hall, 1st, 2d and 4th Thursdays at 2 P. M.
B. S. Williams, L. Box 503 Master
John Hussler, L. Box 535 Secretary
W. C. Fadle, Box 206 Collector
Wm. Pinkerton, L. Box 535 Receiver
C. H. Voris Mag. Agent
- 848. BLUE MOUNTAIN; LaGrande, Oregon.**
Meets in I. O. O. F. Hall 1st and 3d Wednesdays at 7 P. M.
E. A. Stephens, Huntington, Oregon Master
F. E. Herr, L. Box 37 Secretary
T. H. Boynton, L. Box 13 Collector
F. G. Schilke, L. Box 37 Receiver
F. E. Herr, L. Box 37 Magazine Agent
- 849. HUDSON RIVER; Union Hill, N. J.**
Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
Henry Grimm, Weehawken P. O., Union Hill Master
L. T. Burns, New Durham, N. J. Secretary
L. T. Burns, New Durham, N. J. Collector
J. E. Boyle, Weehawken P. O., Union Hill, N. J. Receiver
Joe Lewis, New Durham, N. J. Mag. Agent
- 850. JAMES DONNELLY; Perth Amboy, N. J.**
Meets in K. of P. Hall 2d and 4th Sundays.
W. J. Ditzler Master
Geo. F. Disbrow, South Amboy, N. J. Secretary
Constant Coley Collector
T. R. Merts Receiver
Levi M. Landis Magazine Agent
- 851. HOME; White Haven, Pa.**
Meets in Runkey's Hall at 2 P. M., 2d and 4th Sundays.
Chas. Breutzman Master
Wilson Dotter Secretary
Chas. Packer Collector
Wm. Hartley Receiver
Jas. N. Deterline Magazine Agent
- 852. CHAMPLAIN; St. Albans, Vt.**
Meets in Engineer's Hall 1st and 3d Sundays at 1:45 P. M., and 4th Monday at 7:30 P. M.
Chas. E. Preston, Box 148 Master
Geo. E. Prentiss Secretary
G. W. Allen Collector
C. P. Kelley, Box 336 Receiver
Geo. Hobert, Box 444 Magazine Agent
- 853. MARBLE CITY; Rutland, Vt.**
Meets 1st and 3d Sundays in E. A. U. Hall.
C. S. Wardwell, 7 Grant Ave Master
W. O. Phipps, Cor. Strong's Ave. and Main street Secretary
J. E. Pratt, 24 Plain St Collector
J. C. Cannon, 63 River St Receiver
M. H. Beattie, 45 River St Magazine Agent
- 854. HOBOKEN; Hoboken, N. J.**
Meets in Burnett's Hall 2d Sundays and 4th Saturdays.
John Curran, 222 Erie St, Jersey City, N. J. Master
J. S. Kennan, 117 Madison St Secretary
Elmer E. Huff, Hacketstown, N. J. Collector
Emmons C. Williams, Morristown, N. J. Receiver
John Gademan, 7 Nelson Ave., Jersey City N. J. Magazine Agent
- 855. STONE CITY; Joliet, Ill.**
Meets in Switchman's Hall 1st Tuesdays at 7:30 P. M., and 3d Sundays at 2:30 P. M.
W. W. Brooker, 134 S. Hickory St Master
Chris. Nolan, 123 Grover St Secretary
M. O'Grady, 701 Scott St Collector
T. F. Hannan, 411 S. Desplaces St Receiver
Chas. O. Bond, care Joliet Mfg Co Mag. Agent
- 856. CHAUNCEY M. DEPEW; Albany, New York.**
Meets 1st and 3d Tuesdays.
Elmer G. Allen, 26 Westerlow St Master
Robt. J. Lilly, 57 First St Secretary
P. S. Dormady, 24 Trinity Place Collector
S. E. Sweet, 536 Liberty St., Schenectady, N. Y. Receiver
O. Degroff, 160 Clinton Ave. Magazine Agent
- 857. JUSTICE; Vanceboro, Maine.**
Meets in A. O. U. W. Hall at Vanceboro and Main Streets, 2d and 4th Saturdays.
Wm. R. Matthews Master
J. E. Shea Secretary
C. J. Tabor, Woodstock, N. B. Collector
D. C. West, Brewer, Maine Receiver
Fred. W. Henderson, Farren St., Portland, St. Johns, N. B. Magazine Agent
- 858. COOKE; West St. Paul, Minn.**
Meets in Martin's hall, Cor. Fairfield and Dakota Ave., West St. Paul, 2d and 4th Sundays, at 2:00 P. M.
Fred J. Swanson, Dubuque, Iowa Master
S. W. Thorpe, 94 Fairfield Ave Secretary
Harry Penneman, 448 south Robert St Collector
P. Denney, 280 Congress St., E Receiver
W. H. Brownson, 280 E. Congress St. Mag. Agent
- 859. BIG FLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
Thos. M. Brown Master
H. E. Hansen, 720 East Lincoln Ave Secretary
Charles Weddle, Box 450, Cherryvale, Kan. Collector
Ed. Dickson, Box 385 Receiver
H. E. Hansen, 720 East Lincoln Ave Mag. Agent

- 360. COLD SPRING; Springfield, Ohio.**
Meets in Lenty's Hall, second and last Sundays.
J. A. Taylor, Room 46, Henry Block . . . Master
A. W. Binns, Forest House, E. High St. . . Secretary
E. E. Leonard, Sandusky, Ohio . . . Collector
A. W. Binns, Forest House, E. High St. . . Receiver
S. Roadamer, Forest House, E. High St. . . Magazine Agent
- 361. TRIED AND TRUE; Vincennes, Ind.**
Meets in K. of H. Hall every Sunday at 2 P. M.
Lon Prewitt, 714 N. 7th St. . . Master
W. A. Wendling, O. & M. shops . . . Secretary
Chas. Shermernhorn, O. & M. shops . . . Collector
Daniel Cadden, O. & M. shops . . . Receiver
Grant Hill, O. & M. Shops . . . Magazine Agent
- 362. CATARACT; Niagara Falls, Ontario.**
John J. Rogers, Suspension Bridge, N. Y., . . Master
John Murray . . . Secretary
J. C. Flynn . . . Collector
Thomas Histrop . . . Receiver
J. W. Francis . . . Magazine Agent
- 363. METROPOLITAN; New York, N. Y.**
Meets at 490 Eighth Ave., 1st and 4th Sunday afternoons.
Artemas W. Eggleston, White Plains, N. Y. . . Master
Nat. Sawyer, 1119 Tenth Avenue . . . Secretary
Frank Mellins, 438 Tenth Avenue . . . Collector
A. W. Eggleston, White Plains, N. Y. . . Receiver
M. J. Lynch, Box 357, White Plains, N. Y. . . Magazine Agent
- 364. SINGERLY; Philadelphia, Pa.**
Geo. A. Valentine, 58th & Woodland ave. . Master
John Hickey, 6,211 Woodland ave. . . Secretary
G. W. Gregg, jr. Grace Ferry Sta'n B.&O., . . Collector
J. I. Way, 206 Tome st Baltimore Co Md. . Receiver
W. G. Staats, 6,211 Woodland ave. . . Mag. Agent
- 365. VIOLET; Bellows Falls, Vt.**
Meets 1st and 3d Saturday eve., in G. A. R. Hall
James Stack . . . Master
C. H. Thompson . . . Secretary
F. L. Darling, Windsor, Vt. . . Collector
G. C. Farnsworth, Charleston, N. H. . . Receiver
F. E. Keach, 6 High St., Brattleboro, Vt. . . Magazine Agent
- 366. HAGERSTOWN; Hagerstown, Md.**
Meets 2d and 4th Sundays of each month.
S. R. Hackers . . . Master
J. J. Morrow, Shepards town, W. Va. . . Secretary
S. F. Johnson . . . Collector
D. A. Wallace . . . Receiver
C. L. Mullenix, 47 Foundry St . . . Mag. Agent
- 367. MORGAN CRANE; Somerset, Ky.**
Meets 1st and 15th of each month, in Engineer's and Firemen's Hall.
Horace G. Lucas . . . Master
James Ford . . . Secretary
James S. Morris . . . Collector
W. J. Walsh . . . Receiver
James S. Morris . . . Mag. Agent
- 368. DEEP WATER; Springfield, Mo.**
Meets at K. of P. Hall 1st and 3d Mondays.
B. S. Chinn, 802 W. Elm St . . . Master
T. A. Butterby, 942 State St . . . Secretary
B. S. Chinn, 802 W. Elm St . . . Collector
C. W. Henry, 423 Phelps Ave . . . Receiver
Charles Hall, 957 Camel St . . . Magazine Agent
- 369. WALNUT VALLEY; Eldorado, Kan.**
Meets in K. of P. Hall 2d and 4th Sundays.
Chas. H. Finley . . . Master
Fred Staley . . . Secretary
Mike Fitzgerald . . . Collector
Arthur Hodgson . . . Receiver
D. W. Hall . . . Mag. Agent
- 370. NEOSHO VALLEY; Council Grove, Kan.**
Meets 1st and 3d Wednesday evenings in A. O. U. W. Hall.
Alexander Scott . . . Master
Clarence Stone . . . Secretary
J. S. Lowe . . . Collector
Chas. Torrence . . . Receiver
J. S. Lowe . . . Magazine Agent
- 371. COVENANT; Nevada, Mo.**
Meets 1st and 3d Fridays at 7:30 P. M.
Geo. B. Meck . . . Master
J. T. Gray . . . Secretary
J. G. Fryback . . . Collector
W. M. Calkins . . . Receiver
James T. Gray . . . Mag. Agent
- 372. SIGNAL MOUNT; Big Springs, Texas.**
Meets in Engineer's Hall 1st Wednesday afternoon and 3d Wednesday evening.
Geo. H. Smith . . . Master
R. J. Bible, Box 33 . . . Secretary
Dennis Ryan, Box 33 . . . Collector
Edward Lyons, Box 33 . . . Receiver
Dennis Ryan, Box 33 . . . Magazine Agent
- 373. J. T. HARAHAH; Birmingham, Ala.**
Meets in Reen Hall, Allen building, Morris Ave., every Sunday at 9 A. M.
J. W. Hair, Box 300, Birmingham, Ala. . . Master
Thos. R. Welsh, Box 300 . . . Secretary
Wm. H. Bussey, 1700 Ave. Q . . . Collector
J. W. Dickson, 1600 Fourth St . . . Receiver
S. L. Hordman . . . Magazine Agent
- 374. McALLISTER; Herrington, Kan.**
Meets in K. P. Hall, 1st and 3d Thursdays at 7:30, and 2d and 4th Thursdays at 2 P. M.
W. W. Campbell, Box 125 . . . Master
L. Gay . . . Secretary
Henry Magee, Box 137 . . . Collector
G. A. Norman . . . Receiver
- 375. FRIENDSHIP; Dayton, Ohio.**
Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
N. W. Rose, 21 Label'e St . . . Master
John R. Glynn, 28 Costellow St . . . Secretary
John Stevens, 54 Bell St . . . Collector
John F. Hoban, 635 E. Second St. . . Receiver
John Ryan, 120 Crane St . . . Magazine Agent
- 376. J. H. KIRK; Horton, Kan.**
Meets 1st Saturday and 3d Sunday.
John F. Sharp . . . Master
Wm. Ashworth, L. Box 39 . . . Secretary
James E. George . . . Collector
Wm. Ashworth, L. Box 39 . . . Receiver
James E. George, L. Box 43 . . . Magazine Agent
- 377. NICKEL PLATE; Conneaut, Ohio.**
Meets 1st and 3d Wednesdays in A. O. U. W., Hall, over City Bank.
W. H. Johnston, L. Box N . . . Master
George M. Brown . . . Secretary
Charles Wilcox . . . Collector
George M. Brown . . . Receiver
H. E. Fox . . . Mag. Agent
- 378. HOLBROOK; Chartiers, Pa.**
Wm. H. Graham, Wyoming St., Mt. Washington St. S. Pittsburg, Pa. . . Master
John A. Downey, 146 Webster avenue, Pittsburg, Pa. . . Secretary
J. T. Kiehl, McKee's Rock, Allegheny Co., Pa. . . Receiver
Elmer E. Lewis, 175 Third avenue, Pittsburg, Pa. . . Collector
Elmer E. Lewis, 175 Third avenue, Pittsburg, Pa. . . Magazine Agent
- 379. WEAVER; Sayre, Pa.**
John Durkin, Box 437 . . . Master
Chas. L. Burroughs, Box 386 . . . Secretary
Wm. Stewart . . . Collector
Eugene E. Welton, Box 167 . . . Receiver
Archie C. Burr, Box 213 . . . Magazine Agent
- 380. McKELVEY; Baltimore, Md.**
Meets 1st and 3d Sundays in Mechanics Hall, 4th Avenue and Charles St.
J. H. Smith, 1,410 Hanover St . . . Master
C. E. Walsh, 207 N. Poppleton St . . . Secretary
S. Gardner, 1,318 William St . . . Collector
C. E. Walsh, 207 N. Poppleton St. . . Receiver
M. B. Donaldson, 1,518 Light St . . . Mag. Agent
- 381. J. W. WALKER; Conemaugh, Pa.**
Meets every Monday at 9 A. M. in Odd Fellows Hall.
J. W. Walker . . . Master
W. J. Walkushaw . . . Secretary
E. E. Pringle . . . Collector
J. C. Hess . . . Receiver
E. E. Pringle . . . Mag. Agent

WARNER'S-SAFE-CURE

ALTON, IND., Jan. 1, 1888.—In the spring of 1883 I was down with a lame back, caused by kidney trouble. Two bottles of "Warner's Safe Cure" cured me.

James B. Moore

GWYNNEVILLE, IND., Dec., 19, 1887.—I know of no medicine that will compare with "Warner's Safe Cure" and can recommend it to suffering humanity as the best medicine extant.

H. M. Swain

Acts Upon the Kidneys and Liver Like a Cathartic,

BETHLEHEM, IND., Dec., 18, 1887.—I have used "Warner's Safe Remedies" with great effect, and recommend them to all.

Jennie F. Allen

BILLINGSVILLE, IND.—My wife was troubled with her kidneys and thought she would try "Warner's Safe Cure." She was well paid, for she has not been troubled for a long time.

John W. Lathrop

And Used with SAFE PILLS, as Directed, Always

ZENAS, IND., Jan. 12, 1888.—I was troubled with lame back and could not arise when I sat down. I took "Warner's Safe Cure" and have had no attack since. My father had rheumatism so bad he could not eat, sleep, stand or lay down. "Warner's Safe Rheumatic Cure" and "Warner's Safe Cure" entirely relieved him and has had no attack since.

Harman D. Lerner

SHOALS, IND., Jan. 18, 1887.—My wife has suffered a long time from general debility, caused by kidney and liver troubles. She was confined to her bed. After taking two bottles of "Warner's Safe Cure" she is able to do her work as well as before her sickness. Those two bottles were worth hundreds of dollars to me.

J. Mc Bride

Will do You More Good than any known Medicine.

EVANSVILLE, IND., Jan. 8th, 1888.—I took "Warner's Safe Cure" for dyspepsia and it helped me a great deal.

George M. Marsh

1232 West Penn. St.

FAIRFIELD, IND., Jan. 2d, 1888.—My kidneys and liver were badly affected and had dyspepsia so bad I could hardly keep anything on my stomach. I used several bottles of "Warner's Safe Cure" and felt like a new person.

Rosa E. Younks

The Greatest BLOOD PURIFYING Tonic Known.

Indiana is called the "Home of Malaria," Chills and Fever, Fever and Ague, all Liver Troubles which will Certainly Disappear and be Prevented by faithful and Regular use of Warner's Safe Pills and

WARNER'S - SAFE - CURE.



Lodges of the B. of L. F. wishing
to procure Regalias will save 20 to
50 per cent. by sending orders to

ZAISER & STEGMAN,

Rooms 2, 3 and 5, 27 South Meridian St.

Send for price list. **INDIANAPOLIS, IND**

Castner & Curran,

General Tide Water Coal Agts.

CELEBRATED

Pocahontas Semi-Bituminous Coal.

1 Broadway, New York.

308 Walnut St., Philadelphia

70 Kilby St., Boston.

36 Main St., Norfolk, Va.

1 Fenchurch Avenue, London England.

The Pocahontas Coal is acknowledged by all Railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the output has increased over 1,200 per cent., amounting in 1887 to 1,300,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

The Following Circular Speaks for Itself.

TO WATCH DEALERS.

OFFICE OF
ROBBINS & APPLETON
104 State Street. CHICAGO.

Our attention having been called to the numerous complaints of watches becoming unreliable as time-keepers through *Magnetic and Electric* influences, and as the causes thereof increase with the introduction of *Electric Plants and Appliances*, some means of protection is necessary.

It has been demonstrated by experimental and practical tests that the

ANTI-MAGNETIC SHIELD

will protect a watch from the detrimental effects of *Magnetism*, and also has the effect of steadying its rate, thereby enabling all watches to produce a better average of time; we therefore recommend the **ANTI-MAGNETIC SHIELD** to all Dealers in *Waltham Watches*.

Some of the most imminent dangers which are destructive to the time-keeping qualities of a watch, and therefore should be provided against, in order to obtain the best results, are *Electric Railways, Dynamos, Electric Light Plants, Electric Motors, Magnetic Bells, The Application of Electricity in Medical Treatment, Electric Brakes on Railroads, Locomotive Electric Headlights, Electric Lighting of Cars*, and other disturbing conditions, which are constantly arising when least expected.

MEN IN RAILROAD EMPLOY, where the most accurate time is required, and where the disturbing influences mentioned above are most seriously felt and aggravated by the peculiar condition of *Railway Service*, should exercise wisdom, and have their watches protected by the *Anti-Magnetic Shield*.

Yours Respectfully,

By **ROBBINS & APPLETON**, General Agents.

AMERICAN WALTHAM WATCH CO.

Anti-Magnetic Shield Cases for sale by all Dealers.

Messrs. Giles, Bro. & Co.

GENTLEMEN:—I am acquainted with the merits of the *GILES ANTI-MAGNETIC SHIELD* for watches, and believe it is a very valuable invention for protection of pocket time-pieces, and very desirable for railway service,

Yours Truly,
(Signed.)

CLEVELAND, OHIO, July 22, 1887.

P. M. ARTHUR, G. C. E.

T. S. INGRAHAM, F. G. E.

H. C. HAYS, F. G. A. E.

Look Here, Friend. Are you Sick?

Do you have pains about the chest and sides, and sometimes in the back? Do you feel dull and sleepy? Does your mouth have a bad taste, especially in the morning? Is there a sort of sticky slime collects about the teeth? Is your appetite poor? Is there a feeling like a heavy load on the stomach, sometimes a faint, all-gone sensation at the pit of the stomach, which food does not satisfy?

Are your eyes sunken? Do your hands and feet become cold and feel clammy? Have you a dry cough? Do you expectorate greenish colored matter? Are you hawking and spitting all or part of the time? Do you feel tired all the while? Are you nervous, irritable and gloomy? Do you have evil forebodings? Is there a giddiness, a sort of whirling sensation in the head when rising up suddenly? Do your bowels become costive? Is your skin dry and hot at times? Is your blood thick and stagnant? Are the whites of your eyes tinged with yellow? Is your urine scanty and high colored? Does it deposit a sediment after standing? Do you frequently spit up your food, sometimes with a sour taste and sometimes with a sweet? Is this frequently attended with palpitation of the heart? Has your vision become impaired? Are there spots before the eyes? Is there a feeling of great prostration and weakness? If you suffer from any of these symptoms, send me your name and I will send you, by mail,

One Bottle of Medicine FREE

Send your address on postal card to-day, as you may not see this notice again.

Address, naming this paper, Prof. HART, 212 E. 9th St., N. Y.

—SMOKE—

GRAND CHIEF BROTHERHOOD OF LOCOMOTIVE FIREMEN CIGARS!

THE BEST 5 CENT CIGAR EVER MADE,

—OR SMOKE—

**Grand Chief Brotherhood of Locomotive Engineers Cigars,
THE FINEST 10 CENT CIGARS ON THE MARKET**

(TRADE MARK REGISTERED).

LIST OF WHOLESALE AGENTS.

B. F. Baxter & Co., Norfolk, Va.
 Gilliam & Co., Lynchburg, Va.
 Maier Confectionery Mfg. Co., Erie, Pa.
 Wm. Edwards & Co., Cleveland, Ohio.
 R. Wagner & Co., Detroit, Mich.
 Symons, Smart & Co., East Saginaw, Mich.
 E. Gustin & Co., Bay City, Mich.
 C. C. Duff, Owasso, Mich.
 Stenben Wine Co., Jackson, Mich.
 Cody, Ball, Barnhart & Co., Grand Rapids, Mich.
 Thorwart & Roehling, Chicago, Ill.
 Anson Bros., Milwaukee, Wis.
 W. B. Lockett & Co., Knoxville, Tenn.
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 Pearsons & Clark, Lexington, Ky.
 Bright & Fenner, Dayton, Ohio.
 Johnston & Son, Springfield, Ohio.
 Geolts & Ward, Youngstown, Ohio.
 The Hale, Sloane & Wilson Co., Peoria, Ill.
 Wm. A. Otis, Atchinson, Kan.
 Hall & Beiler, Sedalia, Mo.
 G. D. Milligan & Son, Springfield, Mo.
 Jacob Furth & Co., St. Louis, Mo.
 S. C. Barker, Terre Haute, Ind.
 A. L. Webster & Co., Danville, Ill.
 A. W. Brenneeman & Co., Decatur, Ill.
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 John O'Connell, Pine Bluff, Ark.
 Matt Weix, La Crosse, Wis.
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 C. Shenkburg & Co., Sioux City, Iowa.
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 Peck, Underwood & Co., Wilkesbarre, Pa.
 W. H. Campbell, Lockport, N. Y.
 Scovill, Brown & Co., Welleville, N. Y.
 Robinson & Ford, Geneva, N. Y.
 Pratt Bros., Oneonta, N. Y.
 Lafayette Smith, Springfield, Ill.
 Maffett & Corbet, Wilmington, N. C.
 Harvey & Parker, Denver, Colo.
 R. Mergel, Fort Wayne, Ind.
 John A. McGaw, Indianapolis, Ind.
 Casey & Swasey, Fort Worth, Texas.
 Waples, Platter & Co., Denison, Texas.
 Isaac Merkel, Plattsburg, N. Y.
 W. H. Rigby & Son, Mansfield, Ohio.
 Holmes & Keeler, Norwalk, Conn.
 C. E. Ellis, New Bedford, Mass.
 Coghill & Simon, San Francisco, Cal.
 J. W. Lunn, Elmira, N. Y.
 E. S. Larsen & Co., Portland, Oregon.
 H. A. Menker, Buffalo, N. Y.
 Norris & Crockett, Concord, N. H.
 Geo. W. Pepper, Peabody, Mass.
 W. E. Braman & Co., Flint, Mich.
 Armstrong & Graves, Port Huron, Mich.
 Center & Allen, Syracuse, N. Y.
 Oswald & Co., Duluth, Minn.
 Plummer, Perry & Co., Lincoln, Neb.
 Wm. W. Gallup, North Adams, Mass.
 Moreland Bros. & Crane, Adrian, Mich.
 S. C. White, Winona, Minn.
 Remington, Johnson & Co., Salt Lake City, Utah.
 M. P. Johnson, New London, Conn.
 Daniels, Cornell & Co., Providence, R. I.
 M. A. Jewell & Co., Portland, Maine.
 Reed & Taylor, Burlington, Vt.
 Wm. E. French, Petersburg, Va.
 Johnson, Hogan & Co., Houston, Texas.
 Dunning & Sumner, Madison, Wis.
 Bradley & Lee, New Haven, Conn.
 W. O. Peoples, Chattanooga, Tenn.
 Wyly & Greene, Atlanta, Ga.
 Smith & Durham, Charlotte, N. C.
 Wackerbarth & Joseph, New Orleans, La.
 H. Ehrenberg, Little Rock, Ark.
 Fuller, Hatcher & Co., Augusta, Ga.
 Hodgson Bros., Athens, Ga.
 Johnson & Harris, Macon, Ga.
 J. Simon & Bro., Montgomery, Ala.
 Graves Bros., Ottomawau, Iowa.

TO THE BROTHERHOODS OF LOCOMOTIVE FIREMEN AND ENGINEERS:

The sum of Five Hundred (\$500.00) Dollars has been paid by us into the Treasury of the Grand Lodge of the Brotherhood of Locomotive Firemen, as royalty upon the sale of GRAND CHIEF Cigars, of which due acknowledgment has been made by the Grand Lodge, and in consideration of which our cigars have been endorsed and are now recommended to all members of the Order who desire to smoke a first-class cigar and at the same time contribute to the general fund of the Grand Lodge. Members of the Order should bear in mind that the Brotherhood receives a royalty upon the sale of all Grand Chief Cigars, and hence the larger the sales the greater the royalty. Every member is, therefore, invited to interest himself in the sale of the above brand of cigars and thereby contribute to the financial standing of the Grand Lodge and the Brotherhood at large.

These two brands of Cigars have been presented and tested by both Brotherhoods, at their respective conventions at New York and Minneapolis, and have received their Endorsement and Approval on both occasions, and are Guaranteed by the manufacturers to be the best Cigars on the market. The manufacturers also guarantee to keep these two Brands up to their present Standard quality at all time to come, and by so doing, hope to receive the liberal patronage of the two Brotherhoods they are named after, and also their recommendations to their many friends who are in want of a GOOD CIGAR.

No Cigars are genuine unless each box has the photograph of P. M. Arthur or F. W. Arnold on the inside label and on the outside end of each box. Retail dealers should order from their nearest Wholesale Agent and if they refuse to get the cigars for them we will ship direct to the Retailer.

BRAVO & KEYES, Manufacturers,**BINGHAMPTON, N. Y.**



The James Means Shoes are exceedingly popular among railroad men. You may often hear them talking to each other about them, and boasting of how long they can make them last.

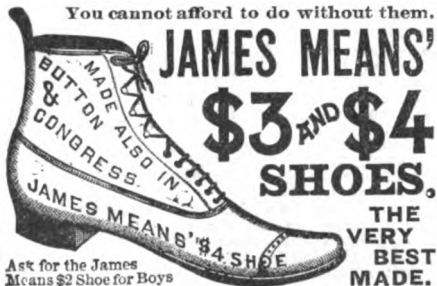
Ask your retailer for the
JAMES MEANS
 ✱\$4✱ SHOE✱
 OR THE
JAMES MEANS
 ✱\$3✱ SHOE✱

—According to Your Needs.—

CAUTION.—Positively none genuine unless our name and price appear plainly on the soles. Some dealers, in order to make larger profit, will recommend the inferior goods with which the market is flooded. **JAMES MEANS' \$4 SHOE** is light and stylish. It fits like a stocking and **REQUIRES NO "BREAKING IN,"** being perfectly easy the first time it is worn.

It will satisfy the most fastidious as it is in every vital respect equal to the hand-sewed shoes

which have hitherto been re-tailed at \$7 and \$8



A PAIR OF SHOES COSTING TEN DOLLARS is a good thing, but a pair of **James Means' \$4 Shoes** and six extra dollars in your pocket are better. These shoes are sold by wide-awake retailers in all parts of the country.



The Doctor and the Letter-carrier are not talking about a case of serious illness. They have simply suspended work to discuss the merits of their shoes. The Letter-carrier says the **James Means \$3 Shoe** is the best in the world. The doctor denies it, and says that the **James Means \$4 Shoe** is better. Considering the needs of each, they are both right.



We have a large trade with the soldiers of the United States Regular Army. They certainly would not buy the **James Means Shoes** as largely as they do if they had not found them unsurpassed in merit.

JAMES MEANS' \$3 SHOE

Is the original \$3 Shoe, and is absolutely the only shoe of its price which has ever been placed extensively on the market in which durability is considered before mere outward appearance. These shoes are sold by the best retailers throughout the United States, and we will place them easily within your reach in any state or territory if you will send us a postal card, mentioning this magazine.

James Means

41 Lincoln Street,

—BOSTON, MASS.—



The Letter-carrier and the Policeman find the **James Means Shoes** just what they need. Their opinions are valuable, for they put their shoes to a most severe test.



This Podewian is all ready for another tramp over the mountains. With a new pair of sole taps a cobbler can usually make an old pair of **James Means \$3 Shoes** just as good as new.

INDIANA TO THE FRONT!

A Matter Which Concerns You.

The following unsolicited opinions from your friends and neighbors, men and women whom you know and respect, ought to carry conviction to any doubting mind. These words of gratitude are from those who have been afflicted but are now well, and the persons giving them are naturally solicitous that others, troubled as were they, may know the means of cure. There is no reason why you should longer be ill from kidney, liver or stomach troubles. You can be cured as well as others, do not longer delay treatment, but to-day obtain that which will restore you to permanent health and strength.

CARBON, IND.—We keep "Warner's Safe Cure" in the house all the time and it keeps us well.

Mary Ann Wilcox

ROCKPORT, Ind., Feb., 18th, 1888.—I was taken down in March, 1886, with congestion of the liver, kidneys and uterine organs, with dyspepsia and mal-assimilation of food. We tried the best physicians our town afforded. I could sit up only half a day at a time, and there would be weeks I could not raise my head up. At times I was so low that I could not be moved without having a fainting spell. I was greatly reduced in flesh, only weighing 120 lbs., my weight when in health being 140. Was very weak and nervous, with very lame back, pains all over my body, skin the color of saffron, headache all the time, and very poor appetite. I managed to drag around until in November, when I had a relapse, with womb disease added to my other sufferings. We had two of the best physicians obtainable; I was very low, and they both said my recovery was doubtful. I had heard so much about "Warner's Safe Cure" I concluded to try it as a last resort. I sent and got three bottles of "Warner's Safe Cure" and one of "Warner's Tippecanoe, the Best," and a box of "Warner's Safe Pills." I commenced taking them on Friday and on Tuesday was so much better I got up, and haven't been in bed a day since. Be-

fore I had taken all of the three bottles I was able to go visiting, and I am happy to say I am feeling stronger, and weigh more than I have in four years. My back is well and I sleep well and eat anything I want. I am doing the work for a family of seven.

Mrs Alice Marsh

VALEENE, IND., Dec., 30., 1887.—I have used "Warner's Safe Cure" for five years, and find it to be more than is claimed.

Charles T. Henlop

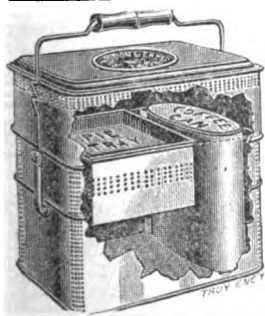
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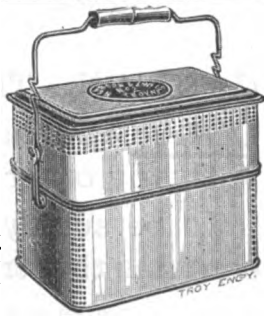
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LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XII.

JULY, 1888.

No. 7.

TO MY MOTHER.

IN dreams I see my mother o'er me bending,
As when long years ago, a little child,
I gazed upon her face of pensive beauty,
And listened to her gentle accents mild.

Beyond the sunset's gold and crimson splendor,
Beyond the starry worlds upheld in space,
She walks serene the streets of that great city,
With heavenly radiance beaming in her face.

And oft at twilight hour, when sadly musing,
As shadows deepen round me in the gloom,
I seem to hear the sweep of airy garments,
And feel an unseen presence in the room.

A dear remembered touch rests on my shoulder,
A sweet voice whispers softly in my ear;
With wistful eyes I turn and search the darkness,
But silent, empty space alone is here.

No more on earth shall I again behold her,
That fair, pure face, with marble brow serene;
Forever closed the Golden City's portals—
I may not lift the vail that hangs between.

O, Death! whose brooding wings are ever folded,
Beside earth's fairest ones on every hand;
Grim conqueror! ye could but seize the casket,
Its jewel glitters in a brighter land.

O spirit fair! be near me, ever keeping
My straying feet from paths of wrong and sin;
Until, at last, through thy sweet intercession,
The gates of pearl I hope to enter in.

— E. M. Gerry.

Locomotive Firemen's Magazine

A MONTHLY MAGAZINE devoted to the Interests
of LOCOMOTIVE ENGINEMEN.

TERMS—ONE DOLLAR PER YEAR, IN ADVANCE.

EUGENE V. DEBS, *Editor and Manager*

JULY, 1888.

THE SITUATION.

We are still required to write of the great strike on the C. B. & Q. It is not a pleasant task. We had hoped ere this date to have had the satisfaction of recording the triumph of justice over flagrant, long continued injustice. We know that it is written that

"Truth crushed to earth shall rise again ;
The eternal years of God are her's."

But it seems that eternal years will be required to enthrone Truth and dethrone and crush error. But, thank God,

"Hopes springs eternal in the human breast,"

And it is a matter for ceaseless felicitation that the Brotherhoods of Engineers, Firemen and Switchmen contain men who know their rights, and knowing dare maintain them, dare contend for them, and are equal to all the sacrifices which a contest to secure them demands.

We are well aware that the present is a practical age, money making and a money getting age. An age of greed and grab, an age of monopolies, trusts, syndicates and combinations, in which the opulent few, by processes of chicane and legerdemain, seek to make the toiling many pay them tribute money. This fact was conspicuously and notoriously true of the C., B. & Q. corporation. Rich rascality was constantly devising schemes to defraud honest labor. It was successful. The device was an amalgamation of fraud and falsehood, cash and cussedness, deceit and depravity, vulgarity and venality. Every element of baseness was injected into the plot to defraud working men of a portion of their honest earnings. For years the plot was successful—successful to an extent that stag-

gers credulity. Not less than \$200,000 a year was the sum total of the steal taken from the pockets of the engineers and firemen. Every five years a million of dollars pocketed by pirates as heartless as any freebooter that ever sailed the seas, floating a black flag at the mast head. It was robbing not only men, but wives and children. It was a piracy that attacked every employé's home. It filched bread from the mouths of women and children. It clothed them in rags. It denied them books and schools. It compelled them to take the pauper's bench in the sanctuary or never hear the glad tidings of salvation, and this was done by the C., B. & Q. that its stockholders might roll in luxuries, dress in purple and finelinen and strut through the world as millionaires. The infamous policy was endured until patience and forbearance were no longer virtues, and resistance became a duty as binding as ever challenged men to do and dare, fight and pray for the right. To have longer suffered under the stinging degradation was to have willingly accepted the condition of helots and pariahs, the degradation of serfs. It involved the sacrifices of citizenship—American citizenship with all its prerogatives, the abdication of American sovereignty with all its inviting possibilities and the acceptance of humiliations which defy exaggeration.

The *Magazine*, in previous issues has given its readers a faithful record of the strike on the C., B. & Q., from its inception, up to the time when the engineers, firemen and switchmen looking forward to the meeting of the stockholders in May, hoping these men would see the justice of their cause and afford them relief. They were doomed to disappointment. The stockholders, like their creatures, the officers, favored the bloodhound-pursuit of the employés. It is said of man-eating lions and tigers, that once having a taste of human flesh, they never cease hankering for it, and the C., B. & Q. stockholders, having pocketed \$200,000 a year from the earnings of

their engineers and firemen, determined not to let go of the delicious morsel, and they voted unanimously to continue the robbery.

The action of the stockholders of the C., B. & Q., created an emergency which the strikers were required to face.

The Brotherhoods had exhausted all the power conferred by their constitutions—and now, for the action of the men in their individual capacity. The joint committee consulted with the men and found them immovable as mountains. The question was: Will you continue the strike? A vote was taken, and almost to a man, the response was, we will stand by our colors—the strike is still on. United, appealing to the world, appealing to all labor organizations for the rectitude of their conduct from the beginning, these men—engineers, firemen and switchmen, declare the strike will be continued.

In writing of the chivalric courage of these striking engineers, firemen and switchmen, we confess to an inability to do the subject justice. With limited resources; idle, with a frowning future in full view, these men, without fear and without reproach, trustful and defiant, willing to work if they can be men, but preferring obloquy to servile conditions, realizing that they are American citizens, with all the responsibilities resting upon them that the condition imposes—fathers, who love their wives and children; sons who love their mothers and sisters; men whose manhood revolts at injustice and degradation, have resolved to maintain their attitude of defiance and independence, rather than yield to the dictation of men who have robbed them, and would rob them again and continually, were it in their power.

We invite workingmen everywhere to note the attitude of the men, engineers, firemen and switchmen, late employes of the C., B. & Q. corporation. It may be asked why should these men immolate themselves? Why should they seek martyrdom? Why

not yield and accept such terms as their oppressors may see fit to give?

Those who propound such questions have been in all time the camp followers of the armies of progress and independence; the Esaus, selling their birthrights for pottage; the scavengers and scabs, who have no higher ideal of life than is embodied in rations; who live without knowing or caring what life is worth. If only such men had lived in the ranks of labor, every working man would to-day be wearing an iron collar, with his master's name engraved upon it.

The men who are maintaining the strike on the C., B. & Q. with unyielding tenacity, are confronted by statutes which from the first have been embarrassing. Statutes made in the interest of corporations, and under which they have been and are still enabled to play the role of oppressors. It matters not under what outrages employes of corporations may labor, no officer, chairman, or leader of any labor organization, can so much as *advise* resistance, without being held liable to prosecution, for conspiracy, the penalty being fine and imprisonment. Shielded by such a law, the oppressors and robbers of labor take courage and give the screws as many turns as they may deem advisable, and if resistance follows, an army of detectives, human hounds, are put on the track for the purpose of arrest and intimidation. And yet, notwithstanding such things, the striking engineers, firemen and switchmen, present a bold front to the enemy, and fearlessly await developments.

Such is the situation as we write for the July *Magazine*. Before we go to press, before this article meets the eyes of the thousands of readers of the *Magazine*, there may be new developments, but now, the engineers, firemen and switchmen, standing together as one man, are presenting the old-time attitude of defiance and are hopeful of results which will demonstrate that courage and endurance are still forces and factors in securing justice, when truth confronts error.

VICIOUS VAGARIES.

We have before us a recent issue of the *Railway Service Gazette*, in which the editor, in an article captioned "But one Alternative," among other things, says:

Never in America will the "shot gun" policy be offered by the public to railway companies to force employes to labor against their will. Never will that alternative be presented. It is strange that any publication could imagine such a possibility exists. It is still more strange that a number of our exchanges have referred to this as a possible solution of the perplexing question that presents itself to a railway company when its incompetency and mismanagement have resulted in its employes stopping work. If there is a single official who deludes himself with the hope that the public will come to his aid with "the shot gun policy" after his penuriousness, mismanagement and folly have lost him the labor of his employes, let him banish the delusion, for there is no power, however exalted and great, in America, that can compel men, not in the military service of the government or convicted of crime, to labor one hour or one moment by threats of physical punishment, not even for the government.

In the foregoing the *Gazette* states what will be universally accepted as true regarding resistance to the "shot gun policy," but the astounding fact appears, nevertheless, that there are those who entertain the idea that the "shot gun policy" is a "possible solution" of "perplexing" labor questions, and that this "shot gun policy" has its advocates among those who control newspapers. It is therefore a fact that the vicious vagary of compelling men to work by virtue of "shot gun" arguments has gained a foothold in the United States. There are men who believe that labor problems can be solved by bullets better, more certainly, than by ballots—by powder better than by persuasion. To find it necessary to combat such propositions, in this country, under a government where every working man is a sovereign citizen, the equal before the law of any other citizen, clothed with the same prerogatives, is, it must be confessed, humiliating to a degree which defies expression or exaggeration. We have said that such a proposition is a vicious vagary, but however wicked, mischievous and corrupt

the freak may be, it has, according to the *Gazette*, found advocates in this high noon of our boasted civilization, and in these closing years of the nineteenth century, and in a land supposed to be governed upon principles which had so thoroughly permeated the public mind that any theory or policy of absolutism could never find lodgment. But, suddenly, like an alarm bell at midnight, we hear the declaration that a number of publications have referred to the "shot gun policy as a possible solution" of the labor troubles as a means of compelling American workingmen to work when they refuse to do the bidding of their employers.

Is there, we inquire, any remote probability of this vicious vagary becoming a vicious verity? Is it deemed preposterous that the germ of such a possibility exists in the United States of America? The *Gazette* shows that it does exist, that it is fructifying, budding for blossom and fruit—and should the fruit mature on the "thorny stem of time," there would come a period in the history of this government fraught with calamities, in comparison with which the scenes enacted during the French revolution would dwindle to contemptuous proportions.

It may be said that the discussion of the "shot gun policy" to solve labor problems is not only premature, but absurd. But facts proclaim it is neither. The shot gun has already been invoked. On more than one occasion the shot gun has done its work. On more than one occasion the Pinkerton assassins, with powder and ball, have sent workingmen to the bar of God to answer for the crime of demanding honest pay for honest work. It were folly to say there are not those who believe in the "shot gun policy," for when it is declared that "labor" is a commodity, as much so as any raw material, it must be confessed that the public mind is being plowed and prepared for the reception of seed to produce plant and shrub and tree more deadly in their poison than the upas,

and it is such facts that railroad officials grasp, and which induces them to believe that the public will come to their aid with the "shot gun policy."

The dispassionate student of affairs has not failed to notice the wide agitation relating to the organization of the militia of the country. It is nowhere contended that there is the slightest necessity for such military organizations for the purpose of resisting invasion or for the suppression of rebellion. There is, doubtless, an ambitious set of small men who love titles, plumes and brass buttons, prancing steeds and parade, but behind these men of strut and swagger, swords and epaulets, there are others who favor the "shot gun policy" to solve labor problems, and who intend, if possible, to so shape legislation as eventually to "compel men" to do the bidding of railroad corporations. It may be a "delusion," but there are those who are animated by the hallucination (?). The matter has been discussed in the palatial resorts of railroad Presidents and railroad owners, and the "shot gun policy" is taking shape.

Already hints have been given out which indicate the drift. Railroads transport the United States mails. That fact answers for a starter. Next, railroad corporations will as a prerequisite to employment, demand that employes shall sign a contract to work a stated period of time, one, two, or more years. This done, to quit work, to strike—would be easily regarded as an intention to delay, to obstruct the transportation of the mails, to commit a crime against the government. The government is interested in the transportation of the mails, the public is also interested. If employes strike, quit work—desert—they will not be permitted to resign, a subsidized press will see to it that public opinion is arrayed against the employé. This much done, it will not be difficult to secure "additional" legislation. The "shot-gun policy" will not be fully developed in a day, or a year, it will be unfolded gradually, and under cover of various subterfuges, will, in due

time, disclose fang and claw, and the "shot-gun policy" will advance to maturity. The *Gazette*, from which we have quoted, further says: "Many of our exchanges published in the interest of the railway corporations, have, since the C., B. & Q. strike was inaugurated, been continually referring to the possibility of the government or the public, which used in this sense is the same thing, employing force to compel trainmen to take their runs when they refuse to do so." Already, "many" papers suggest the propriety of "employing force" to compel men to work when they don't want to work, when they refuse to work. Already numerous papers advocate despotic power in matters of work. The advocacy of infernalism has begun. How far can it proceed until it arouses every working man, from the center to the circumference of the republic?

We are not alarmists! bugbears, specters, raw-head and bloody bones, do not affright us. We summon, by no trick of enchantment, hobgoblins to excite workingmen or women, but we are discussing a startling proposition, found in a reputable journal devoted to the interests of railroad employes. True, the *Railway Service Gazette*, declares that the "shot-gun policy" cannot be introduced in the United States. What is Pinkertonism but a "shot-gun policy?" It is possible to see "by a penny how a shilling is coined." The fact that any portion of the press of the country favors the "shot-gun policy," is, in itself, alarming. Are workingmen to wait until a "shot-gun policy" press has poisoned the public mind before they are aroused? What is the remedy? Elections are to occur in this, A. D. 1888. It is the year for freemen to use the ballot. It is the high prerogative of workingmen to interrogate candidates relating to the "shot-gun policy," or any other policy. Let it be done. It is too early to Russianize America—too early to displace the ballot box by the cartridge box. If any portion of the press of the United States favors the "shot-gun policy," to

solve labor problems, and such is the charge, then the time has come for protests. The voice, the united voice of workmen should be heard in ceaseless declarations of resistance.

THE COMMON LABORER.

We notice that a writer is of the opinion that one of the serious embarrassments of the times, is owing to the fact that there are too many "common laborers." He says, "in every industry the common laborers are the frequent applicants." The "common laborers" are men without trades, "unskilled" laborers, the idea, being, if all laborers were "skilled mechanics, all capable of taking first positions, instead of being "helpers," the labor question would at once assume a more cheering and cheerful aspect. Such views are seen to be vagaries at a glance. The trouble is, that there has grown up in the United States, an aristocracy in the ranks of labor. The "common laborer" has occupied the position of *plebeian*, while his skilled fellow-citizen, has assumed the airs of *patrician*. The importance of the "common laborer" can be made to appear, about as conspicuously as that of his skilled co-worker. In the great business of architecture the hod carrier, has occupied the lowest level. No special skill is required to be a hod carrier. He needs be strong and sure-footed, able to climb a ladder with a hod on his shoulder. He need not be educated. It matters to employer very little, how he lives or where he lives. He occupies, ordinarily, the bottom strata of social life. Well, recently, the hod carriers in several cities concluded to demand an advance in wages. In some instances, no more attention was paid to their demand than if they had been so many blind paupers. But, hod carriers, however humble their calling, however common their labor, had learned that hod carriers are as necessary as bricklayers, and they concluded to quit work, unless wages were advanced. This done, work *stopped*. Not a brick could be laid. Then

bosses ascertained that "common labor" is as essential as skilled labor—and common laborers, being American citizens, are coming to the conclusion that they ought to live in a way in some measure becoming their prerogatives.

We view the situation as eminently cheering. It betokens more than an advance in wages. It voices a spirit of independence which society should value above price. It is a move upward. It is indicative of dissatisfaction with squalor, poverty and degradation. It is significant of better homes, happier wives and children, more education for the children, a larger attendance upon church and Sunday schools, and a higher appreciation of the inestimable blessings of free government.

Why this ceaseless depreciation of the common laborer? All cannot be skilled mechanics, or if such a thing were possible, then skilled mechanics would be required to perform what is called "common labor." Common labor must be done by some one. As well might the head complain of the feet, or the heart make degrading reference to the kidney. A man who would grind the common laborer, who would rob him of just compensation for his toil, becomes a detestable monster, a highway robber. What is common labor? It digs the canals, it makes the bed of railroads, it hews down forests, it prepares the clay for brick making; in a word it performs the beginning work of all enterprises requiring labor. It is essential, a supreme necessity, and was never properly recognized nor half paid. In the United States the common laborer holds the ballot, and it will never be surrendered, and if the "common laborer" is beginning to realize his responsibilities, and is anxious to qualify himself for their intelligent performance, the fact, instead of creating alarm, should be hailed as a glowing tribute to the vitalizing influence of our institutions, which level up, elevate and dignify all who come within the boundaries of their operations.

INVINCIBLE MEN.

True courage has in all ages challenged the admiration of manly men, and womanly women. Courage is not bravado, bluster and brag. Such things are characteristic of cowards, chicken-hearted, creatures, who simply have the form of men. They are fair weather sailors, parade drill soldiers. In times of storm they want to get into the forecastle, between decks. The surging billows and the howling wind frighten them. Their influence is demoralizing. In time of battle, such creatures skulk. Their hearts get down into their boots. They are the first to run and hide. The storm of battle, the whirl of bullets, the scream of shells, the sulphurous smoke and the sight of blood suddenly reduced them to a limp condition. All too often, they can't help being cowards; they were built that way, but the fact seldom lessens the contempt they receive from all brave men. This thing we call physical courage, may be cultivated, developed sometimes, until the weak-kneed raw recruit may be made an unflinching veteran; but as a general proposition, courage is an inherent quality, and is certain to make itself visible the instant danger appears. We hear much of "moral courage," which stated tersely, means that a man has the courage of conviction. Men, who when persuaded that they are right, stand forth, and stand firm, in the defense of the right as they understand it. For this right they will make sacrifices. They will endure privations. They will look poverty square in the face and defy its blighting power, such men are the salt of the earth, they are the glory of our much-abused human nation. Remove them from the active participation in human affairs, and Jehovah would again repent that He made man at all. The man of physical courage has won all the battles of the world since the ark rested on the summit of Ararat, and the men of moral courage have gained every victory for principle since the day that Jehovah wrote upon

tables of stone the moral law of the world. The men of moral courage are invincible men. They will, if need be, stand alone. They will say, we know we are right, and though all the world deserts us, we will stand by the right. Look at them, moral heroes. They loom up like mountains in the midst of mole hills. They are the hundred armed oaks in a forest of weeping willows. Have we such men now-a-days? Behold the invincible engineers, firemen and switchmen, on the lines of the C., B. & Q. system of railroads. They have the moral courage to stand. They asked only for the right; not for themselves alone, but for every locomotive engineer and fireman and switchman, on all the one hundred and forty thousand miles of railways in the United States and Canada. Nor do the rights for which these invincible men contend, end with engineers, firemen and switchmen, but include every other railway employé, and every bronze-browed working man who depends upon his toil for his daily bread. All hail the strikers on the C., B. & Q. Oratory never had a nobler theme. No pomp and circumstance surround them, no ovations attend them, and yet, they stand determined and hopeful. They present a magnificent spectacle for workmen to contemplate, for they are fighting against tremendous odds, the battle of labor. The opulent C., B. & Q. corporation could rob them, but it could not degrade them, and now the striking engineers, switchmen and firemen, as true to principle as the needle to the pole, are inviting the world to look on and see men of more than Spartan courage stand by principles which once cloven down in America signifies the enslavement of workmen. The fight is the fight of organized labor against soulless corporations, and labor organizations now have an opportunity to contemplate an exhibition of moral courage which redeems human nature from the curse of degradation, which, without the united resistance of workmen, is as certain to come as that rivers flow to

the sea. The example the engineers, firemen and switchmen on the C., B. & Q. are now engaged in setting for workmen, will not, we are confident, go unheeded. They are defending a principle which must be maintained if workmen are ever to have their rightful share of the wealth they create.

STAND BY THE "Q." MEN!

Notwithstanding the strike on the C., B. & Q. is still on, and the heroic men who have stood firm from the first are hopeful of ultimate victory, it will be the case, doubtless, that many of the strikers, engineers, firemen, switchmen and brakemen, will go forth from the battlefield, in search of employment elsewhere. These men having made great sacrifices for principles dear to every fireman's heart, will be in a condition to accept and appreciate favors. In a thousand ways they can be made the recipients of valuable courtesies. A lookout can be maintained for positions. Employment will be the supreme demand, and to enable them to obtain it, they can be helped over the road, and kind words can be said of them to railway officials. We do not hesitate to bespeak for the strikers, on the C., B. & Q., who may from time to time go forth to secure employment elsewhere, such generous recognition everywhere as will in some measure compensate them for their heroic devotion to a cause which was and is preëminently the cause of the Brotherhood.

We would have Brotherhood firemen stand by them in all things that can contribute to their welfare. In the fierce battle that has been waged since the 27th day of February, they have neither cowered nor deserted. They have held aloft the banner of the Brotherhood regardless of consequences, and now if one of these men is found in search of employment, no higher tribute to valor could be bestowed, than by helping him to obtain it, and we are persuaded that in this, Brotherhood firemen will be true to duty and obligation.

In a late issue of the *Railway Review* reference is made to "the demise of the Western Trunk Line Association," and it is said, "there is no general error more prevalent or more disastrous than the belief that any and every railroad line is a public good. This is true when the line meets a public want, and can find business enough to adequately support it; but a line which is built in a section of country that already has a railroad that can easily furnish all the transportation that is needed, and where there is not business enough to properly support two lines, not only brings disaster upon its projectors and the ignorant investors who are foolish enough to buy its bonds, but it throws a burden upon the whole community; a burden of which every citizen is compelled to bear some share. It is not only in the high rates that its limited business makes necessary in order to provide for its operating expenses that this burden is found, but the poverty which compels the line to cut wages down to the lowest possible figure furnishes an excuse and an aid to other business enterprises in following the same course; unavoidable delays in the payment of the wages of the railroad employés render it impossible for them to pay their debts promptly, and the result is a general distrust and slow movement of money; in a word, general hard times, by which the whole community suffers." Within the whole realm of statistics, in matters which the people have a direct interest, we doubt if there is any enterprise about which they know so little as that of railroad building, and the *Review's* remarks bring the subject into such prominence that the entire press of the country ought to make the topic a text for constant discussion. We apprehend, if all the facts could be known, if the methods of those who build roads where they are wanted as well as where they are not required for the good of the country could be thoroughly understood, the outcry for reform would be of a character to arrest the attention of Legislatures.

A modern method to raise the funds to build a railroad is described by one who knows, as follows: A capitalist is induced to subscribe, say \$50,000, for which he gets stock to the amount of \$50,000—1st mortgage bonds for \$50,000 and 2d mortgage bonds for \$50,000. If the road actually costs \$1,000,000 it will be seen that it starts out with a purpose to earn dividends on \$3,000,000, if possible. Its intention is to pay dividends on stock, and 1st and 2d mortgage bonds but, if it pays only on one class of its bonds, the favored investor is safe, but if the road is prosperous and pays on stock and bonds, it is a bonanza. To the public the thing appears all right, still the road is a whitened sepulcher—a fraud from the beginning, and because its earnings go to pay “ground floor” investors, the officials assert they are not able to pay their employes fair wages. In this way labor is defrauded, and the knowing ones collect dividends on fictitious capital; on investments never made. If an era of honesty and justice is ever inaugurated such scandalous proceedings will be discontinued.

OUR MECHANICAL DEPARTMENT.

It is a source of supreme gratification to us, that the Mechanical Department of the *Magazine* has grown rapidly in the favor of the Brotherhood, and the necessity for such a department is therefore unquestioned. The indications are, indeed, we are now confronted with the fact, that contributions to the department are far in excess of the space which can be given it. This difficulty arises chiefly from the fact that contributors do not condense what they have to say. There is vastly too much straw for the wheat. There is more cob than corn. Too much washing is required to find the gold. Not in every instance, but all too frequently for the space at our command. What is wanted is condensation. Every word should state a fact or explain a fact. Stories, repar-

tee, badinage, chaff, are totally out of place in the Mechanical Department, and if contributors will heed these suggestions, they will do themselves great credit and their readers a great favor. In fact, as it is a question of space, necessarily limited, condensation must take the place of elaboration.

Again, the dignity of the department should be the special care of the contributors, and those who write for it should be willing to sign their real names to their papers. This thing of *nom de plumes* and *pseudonyms* in the Mechanical Department, is, we think, in bad taste, and in future should be discontinued, all the more important, owing to the marked infelicity occasionally apparent in the selection of a *nom de plume*.

In making these suggestions we are influenced by a desire to increase the usefulness of the Mechanical Department of the *Magazine*, to bring the contributions within the space which can be spared for such discussions, and to give dignity and character to the department.

WE notice that the Legislature of Iowa has passed a bill forbidding railroads from blacklisting their employes, except for gross negligence or drunkenness, but the bill provides a stern penalty for attempting to prevent employes discharged for other reasons from obtaining similar work elsewhere. It is designed especially to cover the case of railroad employes who are blacklisted for engaging in strikes, or who for any reason incur the disfavor of their superintendent. The action of the Iowa Legislature indicates conclusively what may be done in the interest of workingmen, in the way of extracting the fangs and cutting the claws of railroad corporations, which, not content with discharging an employe, relentlessly pursue him through every lane and avenue of life. The federation of workingmen once accomplished, unjust laws would disappear from the statute books of the States.

Mechanical

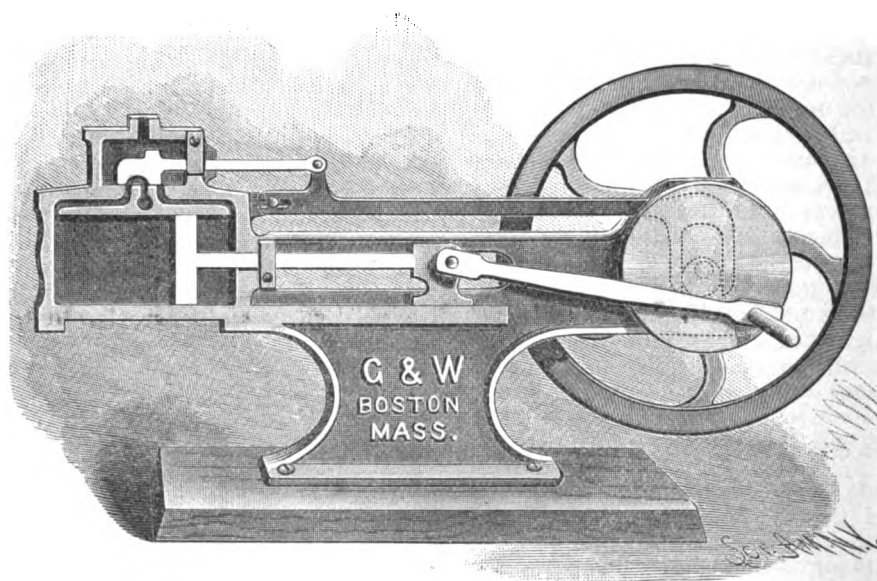
Mechanics.

Steam as a motive power has become such a necessity to civilized life and such an everyday sight in our midst, that those who understand the internal construction of a steam engine are sometimes rather surprised to find among old and young alike such general ignorance of how the power of steam is utilized to drive our machinery, and also find it not an easy matter to explain so that those who seek information can understand the mechanical device which makes the steam engine a success and power among us. To all who lack the knowledge of how the

power of steam is applied, and to all who have occasion to describe to others the internal movements and construction of the cylinder and steam chest, the device here illustrated will prove an article for which they have long felt want.

The dimensions are as follows: Cylinder 1 in. bore, 2 in. stroke; Balance Wheel, $4\frac{1}{2}$ in. diameter; length of Engine over all, 10 in. The cylinder and steam chest are represented with the side toward you removed, the rest of the engine being as usual, and the movements shown by turning the small handle, which is a projection from the crank pin. As the handle is slowly turned, the wheel revolves. The piston and slide valve perform their movements, and there is combined in our model, explanations, diagrams and convincing evidence of what the steam does when it enters the cylinder, and where and how it goes when it leaves it.

This model is made of brass, neatly finished and painted and mounted on a wood base.



The above cut and description of a sectional model of a steam engine, appeared in the *Scientific American* a few weeks ago, and realizing the truth contained in the circular we reproduce it in these pages for the purpose of drawing the attention of the readers and writers of the Mechanical Department to the matter. In corresponding with the makers, and in reply to a suggestion that they get up a model on the same style, but embodying the usual link motion of the locomotive, they have replied that they are now getting out patterns, and hope in the course of a few weeks to be able to offer to locomotive men a complete model of the link and valve motion at a price which would bring it within reach of each man, as it is expected to be less than five dollars.

It is hardly necessary to state that a com-

plete model of this kind, would prove an inestimable boon to every student of the locomotive machinery, and would afford better instruction by a few hours' study than could be obtained from a week of reading. As this model could readily be changed to different positions, the effect of these changes could be observed, and would be a convincing argument as to the desirability or practicability of making any such changes in a locomotive. A little study of such a model would settle many points which have been discussed pro and con in these pages, and prove of great benefit to each contributor, and through them to every reader of the *Magazine*. When the model is ready for sale it is expected that we shall have an illustration of it, and an advertisement giving full particulars.

GALVESTON, May 30, 1888.

MR. EDITOR:—I at last find answers to my questions asked some months back, given by "Mechanics," and here my comments begin.

"Mechanics" says: "In only one kind of Mogul (the Baldwin) is an equalizer used." Dead wrong to begin with, as the first engines of that description I ever had anything to do with were Rogers, 19x22, used on the Texas & Pacific. Afterwards I met them two years ago on the M., K. & T. All have the long equalizer, and I differ with "M." as to the result of its breaking and the course to pursue in case it breaks. We have here the Baldwin, 17x24 and 18x24, and in none of them did I see any prospect of the spring hanger coming up against the frame, as in all of our engines on this road the forward spring-hangers are *entirely above* the frame, consequently they can not be *let up* against it, but will let forward end of front driving springs up against the boiler, and let the box clear up in pedestal so that the top of box will come up against frame, and throw all weight *down on the pilot*, letting the pilot come down in contact with the rail, and frequently tears the pilot off entirely.

If any of my readers should meet with such a mishap, I should suggest blocking her up the same as for broken spring or spring-hanger, then after having blocked your forward drivers go to work and block your pony truck in same manner and secure the long equalizer in some manner or other, or take it out entirely, and go on. This is the only absolutely safe way to remedy such a breakdown.

"Mechanics'" answer in regard to broken eccentric cams is correct, also in regard to broken eccentric rods, but misunderstood the following question, and infers that I meant bolts in eccentric strap, but I had reference to the old style of eccentric cam (the only kind I had then noticed) made in two pieces and bolted together with two bolts. (A few days after writing that article I saw a set of cams on a driving axle and was struck by the appearance, and examined them and found them to be solid, and find all here are so.) In case both bolts should break in the go-ahead, one could be taken out of the backup and put in, and then by screwing them up good and tight and working carefully in starting, you could bring your train in all right, but must take care and not *raw hide* her in starting.

Now, "Vacuum," no danger of "my hot southern blood" getting the better of my judgment, as it just so happens that it don't happen to be "hot southern" but cold northern blood that flows through my veins, and what I said was not in anger or passion, but coolly and to correct an error that seemed to be there, or at least an erroneous

idea existing on the the part of other brothers, so now, "Vacuum," just refer with me to November *Magazine*, page 654, you will find an excellent article from Dodge City, signed "S." It was well expressed and dead center shot, every word of it. Then again refer with me to December *Magazine*, page 727, and lo! appears an article signed "S. W." which gets onto poor "S." with both feet, and rakes him over the coals most terribly, and as I recognized a condition in "S.'s" article with which I had become perfectly familiar by experience, and further, as I had been given such a name by engineers as I quoted, I just determined that "S." should not be driven out of the field by "S. W." without some one to defend him, I pitched in as his champion, and of course brought my credentials along, gave names plainly and said my say, but I fear to no avail, as "S." has not reappeared in our columns.

And now, "Vacuum," what leads you to think that I said anything about making the run without cleaning my fire. Please read it over and see if you did not read it wrong. I said "with a train of forty-five loads." That is a full train on this division both ways. I said further that sixty-six miles from here the grates were visible. I also spoke of two miles up hill to wind up the day's work with, and further stated that we used stationary grates, but not a word about *having or not having* cleaned my fire. I did not clean it though, nor does anybody else on the same division. Now, all this came of my having said "fire light," and "T. P." got after me about it. I gave him the result to substantiate my claim, that light often was better than heavy, and a good rest between. Now I hope you all understand me, even as I understand myself. I will say also that I had before tried same engines with four and five scoops at a time, and when I got up the hill I had her loaded for elephants, as they say.

You have ere this seen my communication to the June *Magazine*, and hence know what I meant about brick arches, so I will further say they are just as much benefit with a diamond stack as with straight shot, and the arches we used where I first used them with diamond and Pittsburgh stacks, were even better than what we have here. They were the large arched center brick in two pieces fastened by, or rather resting on, angle irons, attached to side sheets and meeting in center, making a joint and being quite thick and heavy. Here we have the extension front and straight shot on *all* engines. The arches are flat brick three inches thick and just as long as the firebox is wide; then they have what are called arch bars, made of hollow iron pipes about the same size as a flue. They are connected to the boiler by being screwed into the flue

sheet about eight or ten inches below the flues, and slanting up and back to about two thirds the length of the firebox—are then curved up and enter the crown sheet. There are four of them, and the bricks are placed on top of them. Very good, but in my estimation not nearly so good as the other style. But the extension front I have always been an advocate of, and also hold the front and arch as the best smoke burning devices in existence, but find a great many through the country in different parts who do not like the straight shot at all.

It seemed to do "Vulcan" good to see the way "C. P. R." goes for "E. S." about setting eccentrics. Well, go on, if it does you any good. The two of you are laughing at me about it, while hundreds of others are laughing at you, so blaze away. I have the satisfaction of knowing that I am being laughed at for stating a fact, and *not* for airing a theory as thin as tissue paper. No, brothers, when I wrote that I did not surmise that such was the case, but I wrote a hard, sound fact that had been proven on more than one occasion, so laugh away.

And so you can't see why an eccentric should right itself under such circumstances. Well, see if you can't find a point in valve motion that will explain it, but whether you can or not makes no difference to me, as I have on my side the positive demonstration of it, and all the jeers you can bring to bear on me will have no effect as I *absolutely know* whereof I write. If you want to hear of one instance just inquire of Bro. Mike Fitzgerald, of No. 369, how the right go-ahead was set on engine 32 at Hutchinson, Kansas, one morning in April, '87, when I slipped it right on the frog making up the train. It did not take me more than five minutes to do it, although I had to make the third trial before I got her to slip, then all I had to do was to tighten the set screw.

Now, "Vulcan," I am like you, open to conviction, and "Dick" has swung a red board board on me on the lever question. I am now convinced that we were wrong in our theory about the lever points of a wheel, and "Dick" right. It was a hard death to die, but I could not help it. I had to acknowledge the corn to myself, and your article in the June number only makes assurance doubly sure. Now, with a wheel 4 feet in diameter, placing the points as we did, we will say that at a certain place an engine will start a train of 25 loads. Now take the 4 foot wheels out and put in 6 foot wheels. According to our theory our lever is the same, but everybody knows that she will not start those 25 loads away from there; we all acknowledge that. Now what does this prove? As we are told that a lever with a given amount of purchase, power and weight will move that weight

the same distance in the same time, on all occasions, but by changing the points of the lever it will move a greater weight a less distance or a lesser weight a greater distance in same length of time. As we both agree that an engine with a larger wheel will not start so many cars, but will take *less* cars and make a *greater distance* with them in same time, what do we prove by it? Why we prove that we have *lengthened the distance* between our fulcrum and weight, while the distance between our fulcrum and power remains unchanged.

You acknowledge that a locomotive jacked up and a locomotive on the the track are identical, yet you do not prove it by your theory or illustrations. For instance, we will jack up an engine and put a belt on her driving wheel to run machinery with. It will do it effectually, and the points of the lever then are the same as when on the rail. Now, pray tell me, in an engine so equipped do you mean to say that your resistance or weight is to be found in the box surrounding your shaft, or will you find it in the belt and shafting set in motion by it? I believe in the latter, else an engine with a given cylinder and a given shaft could run a greater amount of machinery with the same ease as a lesser one, but with the belt and machinery as the resistance, the more we add to it the greater the power we need in order to overcome it. Then throw off the the belt and let her down on the track. She is still the same. Your weight of train is attached to your engine through the couplings, and is placed on the track by the tractive force of the engine. To prove this, just be working an engine hard, say she is making ten miles per hour, when all of a sudden she flies up. Her wheels are now turning twice as fast, so she ought to be making twice the speed, because our lever is all there and working. But the fact is different; she would not move a foot till doomsday, any more than she would if she were suddenly jacked up off the rails. Now how is this? Our fulcrum, weight and power are all in place and our power is overcoming our weight right along, but don't *move* it. How is this? I can't illustrate my meaning any better than with a crowbar. Place a rock on the ground for a fulcrum, then place another weight to be lifted; you place your bar over the fulcrum rock and let your weight end go under your weight. Apply power at the power end and the rock begins to move. But soon the bar comes in contact with a very smooth place on the rock and slips; result, power comes down with a rush, weight end comes up in proportion. But where is your weight? Why, you merely slipped and lost it. Again, "Vacuum" says take a wheel 314 feet in circumference, with a face of 10 feet, with a track placed on it. Have the wheel in a pit

and a track leading up to the track on the wheel, then run a locomotive on to this track and fasten by her chains and then start her. She will revolve the wheel just as "Vacuum" says she will, just the same as a horse will, by walking, move a treadmill. Now, what does this prove? That the resistance is in the boxes? I can't see it in that way. The resistance is the wheel and the power overcomes it and puts it in motion, so when the engine is released and the wheel chained the resistance is in the same place, but the weight attached to the engine is less than that of the wheel, so the engine moves on over the surface of the wheel by the same process, as just before the wheel revolved under the engine. Then if you should get the wheel started and release the engine, both would move in opposite directions. I can not clearly express my thoughts, but am certain that this proves that the resistance is to be found in point of contact, just the same as the resistance of the treadmill is in the endless apron the horse revolves under him by continually walking, and to my notion the boxes of an engine would just about represent the horse's shoulder. Now, who would contend that the resistance here was in the horse's shoulder? We would all laugh at anybody who would dare express such a thought, and some one would say, "Why, that is very plain; the weight to be overcome is in the endless apron which he turns, you could see that with your mouth. Now, just put a dynamite cartridge under that horse and elevate him out of the treadmill (but don't injure the mill) and let down a little locomotive instead, and open the throttle. She would run the treadmill just the same as the horse did. What does this indicate? Surely not that the horse being taken out changed the place of resistance.

Yes, "Vulcan," I am aware that places there are where Master Mechanics have a standard petticoat pipe and a standard (?) way of putting them in, and I feel for any one who may be so unfortunate as to be employed on any such road. I did work in one place where *standard engines* had *standard petticoat pipes* but like Mr. Rauch's theory "like causes produce like effects" it was here verified and I never heard a man complain that a standard would not steam. The like causes were absolute and the consequence was the effect was the same, but with different engines, fire-boxes different, flues put in altogether different, smoke-arch different, in fact no similarity except both are locomotives, any one should know that allowance should be made to overcome this difference.

And now about carrying water. "V." says "if you can't carry 4 gauges be content with 3 or 2 or even with 1." says this is what will make the distinction between a good and bad fireman or engineer, etc.

(Pages 424 and 425, June, 1888). How am I to take this, Bro. "V.?" Do you mean to be content with one gauge while working steam? if you do why, where do you suppose it would be when you shut off. I think you would need a gauge-cock down in your ash pan to find it, but if you mean to be content with one when shut off I will say that is just the point of it. You can find engineers running engines with bad water who would be as much tickled when they shut off and found one gauge as a little boy was at Christmas, to find a new humming top in his stocking. I have seen engines go for a month at a time that the most water you could find when shut off at top of hill or at a station would be just a flutter in bottom gauge cock, yet at the same time if you went to rapping her a little too hard she would be throwing a continual spray out of the stack. At first it used to scare me to see her pitch over a hill and not a sign of water, but I got used to it. Here our water is passable, but not to say good, a freight engine can only make 400 miles, two trips, and then must be washed out and needs to be blowed out a great many times during that time or making 400 miles, else she will work water whenever you pull her out hard.

"V." is partly right and partly wrong on the steam pipe question. He seems to think that the amount of steam lost by leaking away is what makes an engine a poor steamer, but I can't agree with him on that point, as the amount so leaked would require so little more pump that it should make no difference to a free steamer, but I don't care how good a steamer an engine is, leaky steam pipes will knock her silly. For example, I once fired an 18x24 eight wheel engine, a magnificent steamer. She was washed out one trip and the blow-off cock was left partly open and leaked so much that in 40 minutes she would blow out a water glass full of water or about 10 inches in depth of boiler space but for all that the injector had to be worked so much harder she made all the steam we could wish for with no trouble at all. But a short time after, one of her steam pipes got leaky and I could not keep over 125 on her, try as I would, and did not have to use the injector near so much as when the blow-off cock was leaking, so I just put it as I stated before that the trouble is caused by destruction of draft.

It made me feel bad to see "Vulcan" knock that theory about the injector's action in the head but then may be after all, the law of hydraulics is somewhat at fault, enough to permit the injector to work in the manner described in Roper's Hand-book, and really after "Vacuum" went to the trouble to hunt it up and re-produce it for our benefit, I hope there is irregularity enough in the law of hydraulics to permit of such a difference.

For the benefit of those who may not

know I shall ask a few questions: If for some cause or other you should be compelled to take down your main rod on the road and loose your liners how would you determine the proper place to put it up again.

If you had a driving-box running hot all day until the babbitt was thrown out, and your train was of such importance that they would not let you set it out what would you do in order to bring in your train and keep from cutting the journal?

One that is very simple but still very necessary to know is, what would you do if you should break a link-lifter, tumbling-shaft or reach-rod, all requiring same treatment? I put them in one question.

Which would be best for absolute safety—speed, being no object—to bring an engine down a hill with no control of her, outside of reverse lever? back her down or head her down? and why?

It did me good to see "Mechanics" get after Mr. Lockwood about his twice nothing being something. Now last fall I commented on that and demonstrated that proposition as it really is, but Mr. L. did not take the hint but came out even as "Mechanics" says in May number, with the same statement *the top traveling twice as fast as the bottom and the bottom stands perfectly still*. Now I went to school once myself, strange as it may seem, and according to Ray & Stoddard, twice nothing was nothing, also farther according to same authorities, as also according to Bryant & Stratton, it was absolutely impossible to change any one figure of a proportion or add *any number* to all parts and make them come out alike, but Mr. Lockwood must have had different tutors to any I had, so I will just get him to demonstrate the following for me because I can't: 0: 2:: x: speed. Now, as speed is any speed you may run, just take any figure for speed you wish and demonstrate it for me, or you can put the figures in two different positions from these, see what you will get out of it, but then I did not get much of an education. Maybe you can give me a lift. This twice as fast as standing still seems to be quite contrary to all arithmetical rules as it—according to Mr. L.—is capable of adjusting itself to any and all conditions, as for instance, a hand-car running six miles per hour. Twice nothing ($2 \times 0 = 12$) equals (12) twelve miles per hour. A freight train taking a run for a hill making (25) twenty-five miles per hour, twice nothing ($2 \times 0 = 50$) equals 50 miles per hour, while the fast mail making (52) fifty-two miles per hour, twice nothing ($2 \times 0 = 104$) equals 104 miles per hour, it seems to me that Mr. Lockwood's nothing is as adaptable to surrounding conditions and circumstances as one *kind* of jelly fish. You can cut its head off and the mouth will continue to eat

until a new body grows to it, while the severed body will keep on assimilating until a new mouth is grown on it, or you can take the fish and turn it wrong side out and it will immediately adapt itself to its changed condition, the former stomach doing duty as outside, while the former *coat* immediately attends to the functions of the stomach. I do not know where Mr. L. caught his 0. Nothing but these fish are numerous and I guess quite closely related to his 0, *as he would try to give it to us*.

"Now, "Vulcan," in his answer to "Dick" in March number, says: Take the points of lever as "Dick" says with weight on rail, fulcrum at center of axle and power at pin, place her on top quarter and move her in either direction and lo! your fulcrum moves. I had not paid as close attention to it then as now, and as I was convinced *then* that he was right I failed to see a point which I now do see. Now "V" did you ever work in a saw mill? I have and there found levers in the shape of a cant hook. (I think can hook would be better). They are used for turning logs. You grip the log with your hook; the lower end of the fulcrum or body of cant hook projects over the log and then get your shoulder under the other end and lift with all your might, (it needs some power).

Where you apply your shoulders is power, the hook has a hold on weight while the lower end of the staff is fulcrum. As you apply power the log begins to turn (if you are lifting hard enough) and how is this, *your fulcrum moves* just the same as in a locomotive driver, but you can't possibly place the points of this lever at any different places than those given unless you put the fulcrum in your feet, which I would not do, as it is bad enough to be compelled to put the power in your shoulder. Ugh! it makes my shoulder ache to think of it, although a decade and one-fifth are passed since that time. And now for fear of putting an ache in the editor's shoulder or fingers, I guess I had better have some one pull the pin and throw the switch for me and bank my fire until I get fresh working orders, which I hope will be at this time next month.

Eccentric Strap.

NEW YORK, N. Y., May 9, 1888.

MR. EDITOR:—Right you are "Tallow Pot" about the blunder I made. It proves that at least *one* reader of the Mechanical Department of the *Magazine* scans it closely. I was becoming disgusted at the indifference of some of our firemen, who showed themselves ignorant on some points that had been clearly defined in its columns, and yet they all claimed to read it carefully every month. Well, you know what the good

book says about there being more rejoicing in heaven, etc.

I have never entertained the same ideas of the action of water on the rail, that is generally received. I know the first sprinkle of rain will make an engine slip, and after it begins to fall heavily, slipping ceases, and it is said the rail is "washed off." Water is to a certain extent a lubricant. The first few drops of rain on the rail reduces the friction of the drivers and slipping is the result. This small amount of water is absorbed by the drivers and tender wheels, and the rail under the train is dry. After the rainfall becomes heavy the rail under the train is wetted, and of course, to a certain extent, lubricated, and the friction between car wheels and iron is reduced, thus relieving the engine of just so much resistance, and putting a stop to the slipping. True, the engine loses some of her traction, but not so much as the train. I once witnessed some experiments with a dynamometre between an engine and train. It required a pull of seven and one-half tons to start the train; and five tons kept it moving on time; a rain set in and less than four tons was all that was required to do the work, and there was nothing in the road bed to make the difference. It was equivalent to cutting off 20 per cent. of the train. Who does not know that a train will shove you down hill much harder on a wet rail than a dry one? I believe in wetting the rail, but I would do it *behind* the engine, and the master mechanic or superintendent who introduces the idea, will get just so much more service from his engines. I have always looked on sand, on the rail, as "bad medicine," wearing out tire and brake shoes as well as making the train pull harder, and, of course, using so much more fuel, water and machinery.

It is often said that "figures won't lie." I have come to doubt it—at least, if they won't lie, they will deceive. For example: if you take a piece of tin, or paste board, exactly eight inches square, it will evidently contain sixty-four square inches of surface; it can be cut and put together to form a right angled parallelogram that will be exactly 5x13 inches, and if that don't contain sixty-five square inches, then figures *do* lie; or, reverse the order, and first cut your 13x5 piece; that can be cut, without a particle of loss, so as to form a square 8x8, and if you can get more than sixty-four square inches out of that, then figures lie again. If some one will tell where the inch comes from in the one case, or goes to in the other, I'll hold his hat; that is the nearest I can get to the solution of the puzzle.

E. J. Rauch.

SEDALIA, Mo., May 10, 1888.

MR. EDITOR:—I have been a constant subscriber of the *Magazine*, for the past eight

years, and have taken a lively interest in the Mechanical Department. In the April number, I see a few questions asked, but none of them were answered in the May number. If you have space, I would like to attempt an answer to some of them, but am almost afraid to try, or enter the list of so many able writers.

"Eccentric Strap" asks, "What would you do if you broke the pony truck equalizer?" If there is no room between the saddle and jams of front drivers, for blocking, take out the springs and saddles and block on top of boxes. If there is room for blocking, without taking out saddle, it saves taking out the springs and cross equalizer, which, by the way, are very heavy. If you should break both go-ahead eccentric straps, take back-up eccentric strap from one side, and turn it up side down and put it on go-ahead eccentric, and disconnect disabled side, which will give you one good side.

"Washington" asks, "In what position should an engine stand, with pins perfectly round, and wedges where they should be, to have rods keyed?" If pins are round, and wedges up, and engine in train, it would make no difference in what position the engine stands to key rods.

"Poly—" expresses my opinion exactly, of the lock plate for follower bolts.

I think it would be impracticable to use full throttle all the time, for you would be apt to get ahead of time, if your time was slow.

H. W. N.

MR. EDITOR:—The June *Magazine* is again to hand, and in spite of the all-absorbing topic of the "Q strike," the Mechanical Department still receives its share of attention, and we note that "Poly—" gives a description and cut of a device, which he has used to vary the cut-offs, between the usual notches of a Baldwin locomotive. As it is very evident from the general opinions expressed on the subject, that it is the best practice to run a locomotive as closely cut-off, and the throttle as wide open as possible under the circumstances, it is therefore important to be able to vary the cut-offs as much as possible, and thus regulate speed and power, and any device like the one illustrated, is a movement in the right direction, and will produce good results.

"Poly—" also pays some attention to my arguments in regard to increasing the lap of a valve, and instances the case of a Baldwin locomotive, which had 5½-inch valve travel, and ¼ inches outside lap. He says they increased the lap to ½ inches, and by advancing cams, obtained the same lead as before. I used a 5-inch travel, and added ¼ inch lap, and showed that with that much lap added, and with 5-inch travel, the valve would have lap while on the centre. Of

course with $5\frac{3}{4}$ -inch travel and only $\frac{1}{2}$ inch added lap, she would open about $\frac{1}{5}$ of an inch instead of $\frac{2}{5}$ as she must have done, before the lap was added, I therefore still contend that adding lap made her weaker, and hold that "Poly—" ought to have used his cut-off device, and obtained the same result—by working her as short as possible, as he would, by shortening the cut-off by adding lap.

"L. X." says "1304" has "hit it square," in the article in *April Magazine*. I say so too, but as I have pointed out, the way is hedged in with difficulties, and in regard to the draft pipe, nozzles and coal on most roads the fireman's hands are tied, for he has to use them as he finds them, and is not allowed to "meddle" with them. It is almost as bad with cleaning and scouring material, and you have to use what is furnished, or buy your own, and even then there might be inquiries made, whether the material you used was injurious to the brass. As "L. X." himself says, no two locomotives will work alike, so that a rule laid down for one, would not work for another of the same build but with its own peculiarity. I have also alluded to the fact, that many new firemen resent interference and advice, and it is only in rare instances, that one is found who will take advice on these points with any sort of good grace.

I see that "E. S." prizes his bound volumes of the *Magazine*, as I do mine. I think that an occasional review of the back numbers would do us all good. No doubt Mr. Rauch's error has been found, and is now fully explained.

I am glad to learn that "E. S." has had a chance to read my article on pumping in February *Magazine*, and that it pleases him, for he has evidently been there, and met the various kinds of engineers which forced him to the conclusion that engineers "do not grow."

I refrain from saying anything about the fire-arch, as it is a device I am not acquainted with, and leave it to "E. S." and "V." to settle to their satisfaction, and as "the fur is beginning to fly" between "E. S." and "C. P. R." I deem "discretion the better part of valor" and keep at a distance, while the war wages, and do not even feel tempted by the oil that might flow from "Tallow Pot," to have anything to say.

But when "E. S." asks, whether the number of spokes made any difference in setting an eccentric, I must say that the more spokes a wheel has, the smaller part of the wheel will be embraced by three spokes, and vice versa, so that setting by spokes would not do as a regular rule.

Even if the steam from a leaking steam pipe, does not blow back through the flues, the steam escapes without doing any work, and is that much lost, which has to be re-

placed by that much more steam, created at the expense of additional heat and fuel.

All hands will no doubt join in the request, for a report of some of the debates of Bro. F. V. Winters' debating club.

"Vacuum" defends his views by an able article, and presents a number of items for "No Name," "E. S." and "W. A. G.'s" consideration, but as we have nothing pending between us, I must pass on to "John W. McCool" who in reply "1304" is ready to admit, that while the draft pipe should be set perpendicular, no arbitrary rule will dictate the proper height for it, hence nothing but experiment will determine that point. Bro. "McCool" gives about the same remedies for broken bolts in the eccentric straps and broken eccentrics as I have given except the idea of running her backwards when the forward bolts were broken but the trouble would be to get her to the table and have her turned before his plan could be used.

Vulcan.

CLEVELAND, O., May 17, 1888.

MR. EDITOR:—Every man has the right to form an opinion, and, I am pleased to state, the privilege to air that opinion in the columns of the *Magazine*. It makes no difference what a contributor's motive is, the fact that himself or somebody else is benefitted thereby is reason sufficient for doing so, and any person who takes enough interest in himself or others to contribute to the *Magazine*, should be shown the same respect as one who makes a verbal statement of his opinions in the shop, on the street, or anywhere else. It is poor policy to contradict, unless there be some reasonable argument to support your contradiction. Ridicule, while it may be effective in silencing a man who is right, or perhaps wrong in some opinion he has expressed, is a poor substitute for argument, it being neither instructive, convincing, nor indicative of good manners. No contributor should assume to be general critic for the *Magazine*. A fair and honest discussion where there is diversity of opinion is instructive, but any writer who in a wholesale manner reviews the statements of all, approves of that which he thinks he understands, and opposes the rest for the contrary reason is occupying space too valuable for such a purpose.

I think I can safely say that "Amboy Division" was driven out of the columns of the *Magazine* because there was more ridicule than argument offered in opposition to his theory of the fulcrum and leverage of the locomotive. And in justice to "Amboy Division," I will say, that he is entitled to more than a little credit for his efforts to make clear, questions which are not generally understood. His illustrations were practically first-class, and if they who ridi-

euled them would, instead of devoting so much time to the "enlightenment" of others, study a little themselves "Amboy's" efforts would be appreciated as they deserved.

"No Name" asks me to explain what I meant by stating that an engine increased her lead by being cut back, and decreased it by being cut up in back motion. I said nothing about back motion, I mentioned back center. The effect on the valve would be the same by bringing the lever near the center in the back motion as in the forward motion. I referred to the forward and back centers, in order to show the effect of the radius of the link on the movement of the valve when the lever is cut up in these positions. When an engine is on the forward center and the lever is cut back, as the full part of the link is brought to bear on the lower rocker pin it is forced ahead and the valve is moved back, thereby increasing the lead. Still, in the forward motion put the engine on the back center "and here is the point." You want to move the valve forward this time, but when you cut the lever up the radius of the link affects the lower rocker pin just the same as when you wanted to move the valve in the opposite direction. The radius of the link gives an equal distribution of steam in all positions of the eccentrics and link. And while it helps increase the lead when the lever is cut up when on the forward center, it prevents too great an opening of the valve when the lever is cut up when on the back center; in short, it equalizes the admission of steam in all positions and overcomes the angularity of the eccentric rods, which I explained in the February number. *Paul.*

EAST SAGINAW, MICH., May 28, 1888.

MR. EDITOR:—I am glad to see the author of "Mechanics" taking Mr. Lockwood to task in the way he does. I have been wanting to give him a dig myself for some time back. I have asked him a great many questions in the past year and have got an answer to none of them as yet. I think that a man who is an acknowledged authority on mechanical subjects such as Mr. Lockwood, should answer all questions asked of him in good faith (no matter how simple they appear to him) or else "come off the perch." I don't think I would take down any of my eccentric straps if both bolts were broken in the right go-ahead strap (in this I differ from the author of "Mechanics." If I were unfortunate enough to have no bolts on the engine, I would take one bolt from each back-up strap and use them in place of the broken ones and as there is very little strain on back-up eccentric when engine is running ahead, I cannot see why this would not be the best way to get out of the difficulty, as it would allow the engine to be

hooked up. Of course it would not be right to put her in back-up and plug her hard. I sincerely thank both "E. S." and "Vulcan" for their good words concerning my article in *May Magazine*. I cannot discuss the merits or demerits of Mr. Roper's explanation with you, "Vulcan," as I am not well enough versed in hydraulics at present. I will only say that Mr. Roper's language did not appear to me to be that of merely advancing a theory, but it seemed to me as if he calculated it to be received as an established fact and I considered it much better than Mr. Rauch's "'tis as it is and it can't be no tisser." I will also ask you (if the law of hydraulics as stated by you is correct) why it is that contracting the nozzle of a pipe through which water is being forced will give a much stronger stream with the same pressure than when forced through the larger opening. I feel almost certain that I know what your answer will be beforehand, but I will wait and see whether I am correct or not. Now, "1304," I will do my best to attend to your case and give you and "L. X." the benefit of what little experience I have had in cleaning. I will begin by saying that I have used a great many kinds of patent dope for cleaning brass and that I have very little faith in any of them. When I want lasting results, I fall back on tripoli and oil. When brass is badly tarnished, acid should be used, but not if it can be avoided, as it hardens the brass. Take one ounce of oxalic acid and mix it with a quart of water. Some firemen mix a little camphor gum with the acid to keep it from hardening the brass, but I don't think there is any virtue in it. After your acid is prepared, take a piece of clean waste and wet it good with the acid; have a small tin box with perforated top for your tripoli, dust a little on your acid prepared waste and go over the brass, rubbing it until the tarnish disappears, then take a clean piece of waste and fill it with oil, lard oil is the best, if you can't get that valve oil is good, or engine oil will do; then dust tripoli on the waste and work it in with your hands so that it will mix good with the oil, and scour your brass until you have all the acid scoured off of it and have a good color to it, then wipe it off with a clean piece of waste and polish with lamp black or dry tripoli. I prefer tripoli as it is not so dirty and does not stick in the corners like lamp black. Tripoli is better than rotten stone or emory to scour with. Care should be taken in scouring to always rub one way and thus avoid leaving marks on the brass. Here is a dope that is excellent for quick work, but it don't last, and it turns hot brass all the colors of the rainbow, and will make it so hard that tripoli and oil won't touch it. Take one-fourth pound each of tripoli, rotten stone, lamp black and Spanish-whiting,

mix them together; take a half ounce of potash and dissolve in one-half pint of soft water, I let it stay in the water over night, pour this in your mixture and mix it through with a stick, and then get a quart of alcohol and mix it all up to the consistency of paste, you will not need to use all of the alcohol for this, but it will dry out some, and you will have to dampen it with alcohol a little every time you scour; keep it in a tin can tightly covered, to prevent evaporation as much as possible; take a clean piece of waste and dampen it slightly with water, take a little of the mixture on the damp waste and rub all over your brass, then take a dry clean piece of waste and wipe it off and she is scoured and polished at the same time. This is also excellent for cleaning Russia iron jackets. It won't cost a dollar to get it and you can't use it up in a year. Here is the best thing I ever used to keep a jacket from rusting: Take a piece of waste and fill it full of headlight oil, then take lamp-black and put on your waste and go all over your jacket, put it on thick and it can rain great guns for a week and not phase it; then when you get ready to wipe it off, it comes off easy and leaves the jacket as bright as a new dollar. To clean a jacket, take headlight oil and tripoli and go over it and let it stand until the oil dries out of it, then wipe it off and if you want it particularly bright, polish with lamp black. Here is something good for headlights. Take a pint bottle and fill it nearly half full of lamp-black, then fill it up with alcohol, shake it up good, put this mixture on a piece of waste and rub on your reflector, the alcohol will dry out of it very quickly; then take a clean piece of waste and wipe the lamp black off from it and she is done. To clean your paint work, take equal parts of ammonia and alcohol, a pint bottle with half a pint of each is the thing; take a clean piece of waste and dampen with water, then pour a little of the mixture on it and rub your paint work. I don't care how dirty it is this will clean it and with very little trouble. A good clean boiler head is the nicest thing around an engine, and there are a great many firemen who don't know how to clean one, or if they do, they spoil it all by putting paint or dope of some kind on it after they have it clean. Paint should never be used around a boiler head. The first thing to do is to see that all the steam-cocks are kept packed good and tight to prevent leaks, and resultant white streaks on boiler head. If your boiler head has lots of scale and burnt grease on it, take strong lye and use it freely, rinse off with clear water. When you have got it clean take emory cloth and rub your boiler head good all over until you have it smooth; you now have a boiler head that it will be a pleasure to look at and very little trouble will now suffice to keep it in shape. Don't allow oil to stand on the

boiler head long enough to burn in, but as soon as a drop of oil is spilled on it, take a clean piece of waste and wipe it afl out at once, before it has a chance to burn on. If you have brass or copper pipes or steam cocks on boiler head that you don't want to scour, why don't scour them, but for heaven's sake don't paint them. Just keep them wiped off clean and don't let oil or dirt of any kind collect on them, and they will soon tarnish so as to be a dark brown color, then give them a coat of boiled oil and wipe them off good, and they will turn black, and shine much better than painted pipes and you won't have to go over them with a pair of shears every time you put a piece of waste on them. You now have a boiler head that is perfectly smooth and clean, dirt won't stick on it at all and you can clean it in two minutes by merely blowing the dust off it, half of the time you won't need to put a piece of waste on it to clean it, and you can always keep it looking nice by going over it with emory cloth two or three times a month. Take sand paper to your stack and front end, and when you have them good and smooth, give them a dope of ivory black and Japan thinned out with good boiled oil; have it thin enough so that it can be put on with a sponge; you can make a better job than with a brush. Now, I hope no fireman will be blind enough to his own interests to take "L. X's." advice and allow himself to degenerate into a mere automatic steam maker. We can have steam and plenty of it, also, clean engines and still find time to take in a little valve motion, hammer blow, etc. No, don't "leave the valves to set themselves" nor "the hammer blow to pound the track to pieces and the bridges all down." It would be the utmost folly for a man to spend years in merely learning how to keep an engine hot and clean. He should also try to fit himself for the more responsible position on the other side of the cab so that when his turn comes, he can step over there with confidence in his own ability and feel that he is just as competent as any other man to fill the position. I know a man, or did know him some years ago, on the D. & R. G., that was promoted and shortly after he went to running, he had a break down, one of the pistons of the engine he was running broke off close to the cross head and away it went through the front cylinder head. About ten minutes work would have disconnected her and put her in shape to come in, all that was necessary to do was to cover the ports and disconnect valve stem on broken side and go on with the other side, but he went to work, covered the ports, disconnected the valve stem, took down the main rod and blocked the crosshead and then went under her and took down the eccentrics on broken side before he would attempt to move her. It is safe to say that he spent

most of his time while firing, in keeping his engine clean and hot and left the valves to set themselves. I am going to ask rather a simple question now. A friend of mine sprung it on me the other day and I couldn't answer it, although I felt rather cheap at not being able to do so. Why is it that adding to the height of a chimney will increase its natural draft? Or, why will a high chimney draw better than a low one? Well, as I am taking up more space than I ought, I will close by remarking to the author of "Mechanics" that I have seen pony truck equalizers broken, where if the engine was not jacked up in front and blocked over forward drivers, the nose of her pilot would be scraping bark off from the ties before she had run far.

Vacuum.

MR. EDITOR: The June number of the *Magazine*, giving cut of my "notches," was in error. The lugs or flanges C C, should be half the length of D D's. As it now appears it would be useless to reverse it, expecting a change of cut-off, as both C C and D D are the same length from B.

"Vacuum." Thanks for upholding me on the subject of air pumps. But you should not say "that a narrow gauge air pump is the same as the standard except the arrangement of the valves," because in the former the steam cylinder is smaller in diameter than its air cylinder. *Vice versa* of the comparative size of the freight air pump now used on standard gauge locomotives. While on the subject of air brakes I want to refer the readers to an error or two in the catalogue on this work. Plate 1 gives a diagram of positions for engineer's brake valve, and just beneath stands this valve with its handle to the right, which is wrong. It should be on the right, according to port-ways for releasing. In the whistle signal alarm, in back part of book the opening of whistle valve casting is marked "drain pipe." It should read "main pipe."

I have caused a Hancock Inspirator to throw water against a greater pressure by 15 per cent. over that which it was being operated, and under the following conditions: Fifty feet of water pipe, eleven elbows, six globe valves, three check valves, three T's, three couplings, one union, one strainer, with a lift of water of eight feet; being the difference of level of water in boiler and tank.

Poly—

Editor Mechanical Department:

I would like to know what is the proper answer to the question: What is a locomotive? Also what is the proper name for the several brasses or connections in a side rod on a consolidated locomotive?

313.

Comparative Wages, American and Foreign

MR. EDITOR:—The following tables from the *New York Press* are stated to be reliable, and to have been compiled from recent authentic sources by Mr. Alfred R. Whitney. The statements in regard to the wages paid in England are compiled from the latest returns made by the Board of Trade in London and other official documents for 1886.

It must be remembered that the cost of living here as shown by official figures is 17 per cent. higher than in England.

	England.	United States.
Bookbinders	\$6 00	\$15 00 to \$18 00
Brushmakers	6 00	15 00 to 20 00
Boilermakers	7 75	16 50
Brickmakers	3 54	11 88
Bricklayers	8 00	21 00
Blacksmiths	6 00	13 00
Butchers	6 00	12 00
Bakers	6 25	12 75
Blast furnace keepers	10 00	18 00
Blast furnace fillers	7 50	14 00
Boltmakers	6 50	16 50
Bolt cutters	3 00	10 00
Coal miners	5 88	13 00
Cotton mill hands	4 00	6 72
Carpenters	7 50	15 00
Coopers	6 00	13 25
Carriagemakers	6 75	13 00 to 25 00
Cutlery	6 00	12 00 to 20 00
Chemicals	\$4 00 to 6 00	13 00 to 18 00
Clockmakers	7 00	18 00
Cabinetmakers	7 00	18 00
Farm hands	3 00	7 50 to 9 00
Glassblowers	6 00 to 9 00	25 00 to 30 00
Glass (partly skilled)	6 00 to 7 00	12 00 to 15 00
Glass (unskilled)	2 00 to 4 00	7 00 to 10 00
Glovesmakers (girls)	2 50	6 00 to 9 00
Glovesmakers (men)	4 50	10 00 to 30 00
Hatters	6 00	12 00 to 24 00
Heaters and rollers	10 00 to 12 00	20 00 to 30 00
Iron ore miners	5 50	12 00
Iron moulders	7 50	15 00
Iron per ton (finished)	2 00 to 3 00	5 31 to 8 71
Instrument makers	7 00	18 00 to 20 00
Laborers	4 10	8 00
Longshoremen	8 00	15 00
Linen thread (men)	5 00	7 50
Linen thr'd (women)	2 35	5 22
Machinists	8 50	18 00
Masons	8 00	21 00
Printers (1,000 ems)	20	40
Printers, week hands	6 65	13 40
Patternmakers	7 50	18 00
Painters	7 50	15 00
Plumbers	8 00	18 00
Plasterers	7 50	21 00
Potters	8 67	18 30
Polishers	7 00	18 00
Papermakers	5 20	12 00 to 24 00
Puddlers, per week	8 00 to 10 00	18 00 to 20 00
Quarrymen	6 00	12 00 to 15 00
Ropeymakers	5 25	9 00 to 12 00
Railway Engineers	10 00	21 00
Railway Firemen	5 00	12 00
Shipbuilding:		
Boilermakers	7 00	14 00
Machinists	7 00	14 15
Coppersmiths	6 50	16 50
Platers	8 00	18 00
Drillers	6 00	12 00
Riveters	8 00	17 40
Riggers	5 50	11 00
Patternmakers	8 00	24 00
Saltmakers	6 00	9 00 to 10 50
Silk (men)	5 00	10 00
Silk (women)	2 50	6 00
Scarfmakers	1 50 to 2 25	6 00 to 9 00
Servants (month)	5 00	15 00
Shoemakers	6 00	12 00
Stationary engineers	7 50	15 00 to 18 00
Soapmakers	5 00	10 50

	England.	United States.
Tanners	5 00	8 00 to 10 00
Teamsters	5 25	12 00 to 15 00
Upholsterers	8 00	18 00
Watchmakers	8 00	18 00
Wire drawers	11 00	22 00

The above table, which seems to give figures approximating very close to the facts, would go to show that the working classes of America get twice, and in some trades three times as much pay for a week's work, as "our cousins across the water," and it also gives the cost of living as only 17 per cent. higher in this country than in the old. It would therefore appear reasonable to suppose that, if the foreign workman can manage to live on his earnings, and in some cases even save money, the American working man ought to be able to secure a competency by a reasonable amount of economy and diligence. That this is not the rule, however, seems manifest by an interview during which a correspondent of one of our contemporaries recently asked United States Senator Stanford, of California, what could be done in this country to abolish beggary. The answer of the philanthropic millionaire was as follows:

There is only one way. Dry up the source—abolish the conditions that make beggars. To try to cure poverty by street charity is like trying to stop a hole in your roof by mopping up the puddles that gather on your floor. Nobody is worse off because the Vanderbilts are worth \$200,000,000. If they had not the wealth it would not exist at all. It is only in those communities where millionaires are possible that the average citizen has enough to eat. Now, what causes poverty? 1. Ignorance of how to save money. I found beggars in California in 1850, when any man could go out with a tin pan and earn \$3 before breakfast. When by working three hours a day a man could make his board and clothes, there were always shiftless creatures around whom the rest had to support. It is the same way now. The soil is wonderfully fruitful there. Merely 20,000 men produce all the wheat of the state and export 1,000,000 tons of it every year, and yet there are beggars. We can cut, thresh, and sack wheat at an expense of one and a half cents per 100 pounds, potatoes cost only a half a cent a pound, and flour is only \$4 a barrel, and yet there is want. An important cause is unthrift. People do not understand economy or practice it as almost every rich man has had to some time in his life. I really believe that there would be beggars in the world before night if \$20 gold pieces were to be sown broadcast every morning, and so distributed that every man, woman, and child were certain to get some.

2. The sale and use of liquor. As long as there are ten times as many saloons in this country as there are of both churches and

schools, and they are mainly supported by the very poor, the sources of misery are pretty obvious.

3. A lack of manual training. This last need is most serious. If so many people could be taught trades that the entire product of this country were doubled next year, the wages would be doubled, either in increase of money received or in the smaller cost of the necessities of life to be bought. More capable, skilled hands—that is one of our greatest needs. My great hope is in my university, which I wish to build so tall and deep and broad that the rudiments of every trade and occupation may be taught. When everybody knows how to do some difficult and useful thing, poverty will rapidly diminish.

The first cause is ignorance of how to save money. This includes a great deal, and the Senator does not give us any details, but one of the most deceptive and ruinous practices which any family or working man can engage in, is the habit of buying everything on credit. It is a fact, that the least observation will verify, that many dollars are spent every year in needless indulgences and extravagancies, because they can be obtained by simply saying "Charge it." But if the ready money had to be paid for these articles, many of them would not be bought. Another item which all who buy on credit should bear in mind is, that if they pay their bills like honest men, they will also have to pay for the goods bought by a lot of rascals, who buy whatever fancy leads them to, and who assert, that the world owes them a living. No one is entitled to a free living in this world, and if the universal cash rule would prevail each man would have to pay for what he used, and the dishonest skulker would per force have to turn over a new leaf, and pay for his goods like an honest man. "Pay cash," should be each man's motto, and would be found the key-note of financial success and economy.

As sobriety is one of our watchwords, we must be in full accord with Mr. Stanford's second cause.

In regard to the third, manual training, we fully agree with the Senator in the best sense of the word for while our hands are at work we are also trying to cultivate our intellects so that our hands may be trained to work at the direction of our brains and thus make our work more satisfactory to ourselves because thoroughly understood and also more valuable to our employers for the same reason.

—♦♦♦—
BUFFALO, N. Y., May 14, 1888.

MR. EDITOR:—I would like to have the following simple questions answered by some of your correspondents, and would like Mr. Rauch in particular to notice them:

1st. What causes an engine to stop when

reversed, with cylinder cocks open and using no steam. 2d. Take an engine placed in any position and lever in the centre, if valves are true she will not move. Why is this? 3d. Has Westinghouse succeeded in making an air-pump capable of pumping a greater pressure of air than appears of steam? Do you think it possible to be done with steam piston larger than air piston?

These questions seem almost too simple to ask, but, Mr. Editor, I have not found one engineer or fireman out of many I have asked, who was able to give a satisfactory or intelligent answer. They like to answer questions too much after the fashion one of our brothers was answered when he asked why the lever was placed in the corner when the engine was shut off.

N. Y. C.

Locomotive Notes.

English locomotives have but one kind of oil supplied. It is used for both lubricating and lighting.

Railroads have a tough time between the complaints for blowing and complaints for not blowing the whistle.

The Ohio & Mississippi Railroad Company will remove their roundhouse and repair shops from Jeffersonville, Ind., to Louisville, Ky.

H. K. Porter & Co., Pittsburgh, Pa., are busy on small locomotives. They build small locomotives for all purposes, one just shipped being 20 inch gauge. They are also building a number of street car locomotives.

The Baldwin Locomotive Works in Philadelphia last year built 653 locomotives, or over two a working day. This is the best record yet made, and passes that of 1882, when 563 locomotives were turned out. The number of men employed last year

averaged about 3,000. Up to January 1, 1888, these works had turned out in all 8,975 locomotives.

Car Notes.

The Harlan & Hollingsworth Co., of Wilmington, Delaware, have just delivered to the Baltimore & Ohio Railroad Company fifteen sleeping cars, five parlor cars and five day coaches to the Mexican Central R. R. Co.; four day coaches and four eight-wheel caboose cars; to the San Francisco & North Pacific Railroad Company, five day coaches; to the Lackawanna & Pittsburgh Railroad Company, one day coach and one baggage and express car. They have under construction for the Boston & Albany Railroad Company three sixteen-section sleeping cars, and for the New York, New Haven & Hartford Railroad Company, four sixteen-section sleeping cars.

The State Board of Assessors of New Jersey have just completed their annual report. It shows a total of 3,507 miles of railroad in the State—more, in proportion to the size of the State, than in any other State in the Union. Of this 2,124 miles are laid with the finest steel rails and 1,383 with iron. The gross earnings from all sources were \$32,041,417. The net revenue applicable to the payment of interest and dividends was \$14,714,460, or 7 per cent. of the entire valuation of all the roads, including the franchise, and a million dollars to spare. The average dividends for all roads in the United States during the year was a little more than 2 per cent. The total taxes assessed for the year was \$1,303,484.

The total number of railway bridges in the United States is said to be about 208,749, with a total length of over 3,200 miles.

For the Magazine :

THE MUSIC OF THE WATERS.

HEAR the music of the waters as they break upon the shore,
With a rushing, rippling rhythm, with a deep and sullen roar,
Or with fitful sobbing telling some sad story o'er and o'er—
Ebb and swell.
What 'tis like, this tuneful thunder, this grand anthem of the sea,
Lying all the soft air under with its mystic melody.
What 'tis like? Oh! much I wonder how this thing you ask of me,
I can tell.

Ah! methinks 'tis like the sadness that is deeper than our tears,
And 'tis very like the gladness that counts life by days, not years;
Yes, and like that swift, sweet madness that nor thinks nor feels nor fears.—
Aught beside.

Like the thought of him who hears it, gay or grave, with song or knell,
'Tis in harmony with all things. Tell me, did I listen well
To the music of the waters as it rose and fell
With the tide?

Allice O. Darling.

Woman's Department.

EDITED BY IDA A. HARPER.

THE M. E. GENERAL CONFERENCE.

The most important event affecting women which has occurred during the past month is the refusal of the Methodist General Conference to permit women to sit in that body as delegates. It will be comparatively an old story by the time this reaches our readers, but the event will be crystallized into the history of the struggle made by the women of the nineteenth century to obtain equal rights with the men of the century. The world has never before witnessed such a struggle. From the creation woman has occupied an inferior position, but the same principle which brought the Pilgrim Fathers to these blessed shores, the same which inspired the soldiers of the Revolution, the same which filled the hearts of the northern heroes of the late Civil War—the grand principle that all humanity is created free and equal, is stirring in the long dormant spirit of woman and leading her to demand her birthright.

It would seem that if there is one place on earth where woman should stand on a perfect equality it is in the Church. Two-thirds of the church members in the United States are women. In all churches the active work is done by women. Leave the women out of any church and it would go to pieces. Take women out of the missionary work and it would be a failure. Last at the cross of the dying Savior, first at the tomb of the risen Lord and down through all the centuries has been found woman, the type of Christianity. And yet to-day, two thousand years since Christ came with His divine message, there is not a strictly so-called "orthodox" denomination that places women on an equality with men; not one that will ordain a woman to preach, to baptize, to perform the marriage ceremony. The Quakers, Unitarians, Universalists and many of the new denominations that have sprung up in later years make no distinction in regard to sex. The Congregationalists are extremely liberal. But the old, established churches, the Episcopal, Methodist, Presbyterian, Baptist, Disciples and all the long list, cling to the old tradition that man is the superior being. They say practically that if a woman wants to send up a feeble little wail in the prayer-meeting, or even to "exhort" at a "revival," that may be permitted, but when it comes to filling the pulpit and drawing the salary the Lord only intended that a man should do this. It is all right for the sisters to go about and

solicit money and hold sewing societies and church socials and raffle off "crazy quilts" to pay the minister's salary, but when it comes to holding the laborious offices of warden, deacon, elder, trustee, etc., the sisters will please step aside and make way for the brothers. And then the sisters bend their energies to educate some nice young man for the ministry, and they beg a few cents here and there, and they give an oyster supper and a "pink tea" and a bazar and they make use of all the petty devices common to women to raise a little money, and they send the nice young man to the theological seminary to be manufactured into a preacher. And when the process is completed he gets up in the pulpit and takes his text from St. Paul, "Neither was the man created for the woman but the woman for the man," and then he goes to the Conference and votes not to admit women as delegates.

It has, however, remained for the great Methodist General Conference to precipitate the crisis. This is the largest religious body in the land, meeting every four years and representing eight millions of people. Delegates, consisting of ministers and laymen, are sent from minor conferences of the various churches. For many years women in the Methodist church have voted as laymen. This year, for the first time they were sent as delegates. Five of the most distinguished women, in a church which has produced many great women, were sent from as many conferences, among them Frances E. Willard, known to the world, and Mary C. Ninde, President of the Women's Foreign Missionary Society. In the years to come it will seem almost incredible to those who read that these women were not permitted to take their seats in this Conference! There was a tremendous effort made to prove that it was "unconstitutional," as women were not "laymen," and when it was pointed out that they had voted for years as laymen the answer was that it was never contemplated that they would want to be delegates. Dr. J. M. Buckley, Editor of the *Christian Advocate*, of New York, was the most bitter opponent and he expressed the sentiments of many other men, who oppose the advancement of women, when he said that "every time a woman was put into a legislative body a man had to be put out." This is the secret of the objections to "woman's rights;" men do not like to yield their power. It is comforting to know that Dr. Buckley was defeated in his race for Bishop and, as women will undoubtedly vote hereafter in the General Conference, it is extremely improbable that he will ever reach that exalted position.

The most ungentlemanly remark of the whole un-chivalric and un-Christian-like controversy was made by Rev. John Miley, presi-

dent of the Drew Theological Seminary. "I do not believe women are eligible and then, besides, no one wants them in the General Conference." It is to this person we send our young men to study theology! He closed by saying, "If this question were submitted to a vote of the women in the church, nine out of ten would vote against the admission of the women delegates." Well, the question is to go to a vote of the churches in 1890 and we will see if nine women out of every ten will vote against it. Women as a body are timid and conservative, narrow-minded, prejudiced and slow to take up new ideas, but they love their church and they will sometimes turn when trampled upon. For the next two years this question will be discussed in every Methodist church in the country. Even by this small issue the minds of women will be awakened to a sense of injustice. The Methodist General Conference builded better than it knew. The Home, the Church and the State are the foundation stones of our republic. Woman is already represented in the home; the way is being prepared for a representation in the church; does it not follow as a logical conclusion that the time is not far distant when she will demand a representation in the state? Without woman the home could not exist; upon woman depends the perpetuity of the church; and never will our republican form of government be an assured success or rest upon a permanent foundation until both men and women are alike and equally represented.

We will ask our correspondents to be patient. Every letter received is revised and sent to the publishers but the space is so limited each must wait its turn. The same is true of the other departments of the *Magazine*, the subject-matter is far in advance of the room for it. If our Editor-in-Chief were not so staunch a friend to women I should fear that the Woman's Department would have to be entirely crowded out to make room for material of more immediate interest to the Brotherhood, and we must be gratefully appreciative of the space granted us.

We cannot resist again calling attention to the meritorious contributions sent in to the Woman's Department. They would be a credit to any magazine or newspaper. This month the poems of E. M. S., Nellie Stata and Alice O. Darling are worthy of especial mention.

We would suggest to our correspondents that it is better in every respect to sign your real name. It gives weight and dignity to your article and enables you to enjoy the full benefit of whatever reputation you may make.

"MARY," of Chicago, sends a long and interesting extract from the *Herald*, regarding the great Temperance Temple to be built in that city by the W. C. T. U., at a cost of \$800,000. It is the greatest financial undertaking ever attempted by women and will be a monument not only to the cause of temperance but to the executive ability of woman. We regret that space will not permit the publication of the clipping, as, indeed, we regret every month that so much of interest and value must be crowded out, but it is unavoidable.

MRS. LUTIE SHERWOOD, of Houston, Texas, writes very kindly of No. 147, and regrets that they are not heard from more frequently in the *Magazine*. She speaks feelingly of the constant care and anxiety of the wives of railroad men.

For Woman's Department.

THE BROTHERS' "TABLE ROUND."

In the days of ancient story,
So the poets' legends run,
In the light of Camelot's glory,
Good king Arthur, Uther's son,

Bade the strongest and the bravest
Throughout all his kingdom found,
Rally round his royal standard;
Forming there his Table Round.

Every knight vowed to be faithful
To his duty, and his king;
Fear no danger, speak but truly,
Crime and fraud to justice bring.

Bearing spear and shield and banner,
Lance in rest, and sword in hand,
Mounted on their mail-clad chargers,
Rode the knights through all the land.

Guarding pilgrims on their journey;
Where the ruthless robber lay;
Through the gloom of forest pathways
Letting in the light of day.

Done, King Arthur's deeds of glory,
Gone, those brave old knights of yore,
With the times they served they vanished,
And are seen on earth no more.

But their places are not vacant;
Other chevaliers now ride
Forth to duty and to danger;
And, as bravely, some have died.

Members of the B. of L. F.
Form the modern "Table Round,"
Gallantly their iron chargers
Bear them swiftly o'er the ground.

In the morning, noon or midnight,
Ready when their duty calls,
Their huge steeds of iron sinews,
Harnessed, stand within their stalls.

Over mountains, through the forest,
Swift they pass with thund'ring tread.
Beasts of prey, and painted savage,
Have before their coming fled.

Facing dangers, seen, and unseen,
Lowly lurking out of sight,
Foes of flood, and wreck and tempest,
Boldly ride, thou modern knight.

Right the wrong, avenge injustice;
Shield the helpless and oppress'd;
Staunchly stand by each true brother;
Truth and honor be thy quest.

E. M.

For Woman's Department.

TO SHANDY MAGUIRE.

In Response to his Defense of the Ladies, in the April Magazine.

O Shandy M., our champion true!
I would my thanks express,
For your warm words of sympathy
For us in our distress.
Poor trembling wielders of the pen!
'Tis hard to meet rebuff;
To have our first appearance hailed
With something like a cuff.

A cheering thought came to my mind,
I wove it into verse;
It was not very good, perhaps,
It might have been still worse.
I sent it forth that it might please
Some other tired one;
Nor dreamed there could be any harm
In aught that I had done.

When lo! that editorial word
Fell on my heart like stone;
"Don't copy poems from a book
And send them as your own."

Had those, my verses, seemed a bore,
Unpleasant to the sight,
That "chestnut (ty)" basket was at hand,
Destruction was but right.
But can you sympathize with me?
When at last I found them,
They printed were, but with, alas!
Quotation marks around them.

Cousin Nell.

[An apology is certainly due to "Cousin Nell." I supposed from the note at the head of her verses that they were some she had read and found "helpful." They are among the best that have ever appeared in the Woman's Department, and I hope others from her pen may be forthcoming, when care will be taken to give due credit to the author.—Ed.]

NEWTON, KAN., May 7, 1888.

To Woman's Department:

As I had the pleasure of registering and voting, I think it my duty to tell my lady friends of my experience, which was not the most disagreeable episode in my life. I simply stepped up to the ballot-box and cast my little vote without being molested in any way whatever, and did not encounter any swearing or drunkenness in any shape or form, so my "quiet" was not disturbed to a great extent and the little city wherein I resided at that time, *by the women's vote*, elected a mayor who scattered liquor and prostitution to the winds in three days' time, leaving a purer air than we had breathed for two years before. Do you think our household cares were seriously damaged in the few moments we spent in doing that all important duty? Yes, Kansas boasts of her share of those dear, little innocents that "have all the rights they want," and, too, she has some grand and intellectual women who are working day after day to enlighten the people and make them understand that man and woman should stand on one footing and face the future of our nation hand in hand instead of separately and alone as heretofore.

It seemed to me that that poor, old, wornout saying had grown too insipid and simple to ever have been brought before us again, but "of such

is life;" "wife obey thy husband;" yes, poor, little creature, if you are not capable of knowing your own mind and of exercising good, common sense, it is a very good thing to have a husband to do this for you. I think, though, if a man knows what he is doing he will choose a wife that he can trust to do her share without being commanded.

In October last, the State Equal Suffrage Association held its annual meeting in this city and it did a vast amount of good as it could not fail to do, with Susan B. Anthony and Laura M. Johns at the helm, and I think if this Syracuse lady could listen to one of Rev. Annie Shaw's lectures on wives' and mothers' duties in regard to intemperance she would have a much more enlarged idea of the subject.

I think if the lady readers of the *Magazine* would read some of those lectures that were given at the Woman's National Convention at Washington, D. C., last month, they would do you a world of good. Irene's letter is good and to the point and a woman's hand to help guide the laws and make the outside influence more respectable and good will assist in doing as much as anything, for boys will gather up outdoor evils much faster than indoor morals. Poor Shandy, my intentions were bad toward you, but since this number of the *Magazine* came out I really begin to sympathize with you, poor "put upon man."
Sunflower.

[We call especial attention to this letter. If any of our lady friends in Kansas can relate a different experience from this we will give space to their letters. We will publish next month a well-written contribution from a gentleman from Washington Territory where also women vote, giving an opposite view of the question.—Ed.]

NEW YORK, May 24, 1888.

To Woman's Department:

I am interested in the suffrage question, and would like to say to Mrs. Irv. C. Ackerman, that to the command "Obey your husband," there is a clause attached, which is, "As unto the Lord," which, as I understand it, means to obey in all things that are consistent with our duty to a higher power, but when that commands, we must leave father, mother, husband and children and cleave unto it. As for having bitter feelings, that is unnecessary; speak plainly and calmly to your husband, and then he will respect your principle. Then about attending meetings. Can't we use some of "Eve's persuasiveness," and have them accompany us? I attended a political meeting in 1880 with my husband, mother and brother. There were many other ladies present, too. We found it very interesting and instructive. One of the speakers made the remark that "He was glad to be in a political meeting where the men were not ashamed to have their wives, mothers and sisters." Oh! Dear! what a lecture I have written! and the first time I have written at that. If it is too long I hope you will forgive

A Fireman's Wife.

*For Woman's Department :***"THEY SAY."**

"They say!" well suppose they do, my friend,
 Will it do any good to repeat the story?
 Will it bring us renown—any benefit derive?
 Will it redound to our honor or glory?
 Will it bring to our lives any pleasure, I pray,
 To gossip and talk about things that "they say."

There are some things in life that to us may look dark,

While those who are closely related,
 An explanation might give—obviate all remarks,
 If to them the affair were but stated;
 Yet 'tis better by far to ne'er meddle with those,
 Who wish not their personal affairs to disclose.

I find in this life as we journey along,
 There are lives o'er which sorrow holds sway.
 There are hearts that have suffered tho' guiltless
 of wrong,

From that evil, pernicious "they say;"
 And yet my kind friend we can ne'er find the
 "they,"
 Tho' rumor is rife with the things "they say."

"They say!" and the story is thoughtlessly told
 Regardless of the sorrow it may bring
 To those that the mantle of charity should en-
 fold,

That would shield them from slander's vile
 sting;

"They say" is an arrow—a treacherous dart;
 'Tis the sting of a serpent—a blow in the dark.

Perchance there's some truth in the story they
 tell,

For, there's no one quite perfect, you know,
 But, my friend, I would ask is it not just as well
 Such tattle and gossip to forego?
 You, too, may have faults if they only were
 known,

Then take my advice and leave others alone.

Mrs. Nellie Bloom.

WEST OAKLAND, CAL., April 10, 1888.

To Woman's Department :

The ever welcome *Magazine* has just come to hand, looking as fresh as this beautiful spring morning. I have only just come from Vincennes, the seat of so many of our good railroad boys, having been there on a visit. The long talked of ball given by the brakemen has been the only topic of interest just at present. The ball took place on Easter Monday evening, and was a grand success, socially and financially. I was very glad to see so many of the B. of L. F. and B. of L. E. boys there, as it showed such a friendly feeling between those organizations. The O. R. C. were also well represented, and the brakemen are very proud of the fact that their ball was voted the best yet given in Vincennes.

Some time ago we mentioned in these columns that we had lost Harry Wheeler and a spool of silk. Well, we came across Harry at Vincennes in a confectionery store, still trying to match that Kensington shade. He told us he would do it or die in the attempt. If Harry ever succeeds the *Magazine* will be apprised of the fact.

Bro. Singleton, of Mattoon, has just returned from a two weeks' hunt in Kansas. He says he saw a great many "dears", but no bar.

Tried and True Lodge is in a most prosperous condition, and getting stronger every day. But no reason why they should not, for there are in that Lodge some of the best men that ever lived.

Well, I feel in little humor to write just at present, and I had better quit. I understand Frank Hunter is on the lookout for me. Well, Frank, you will find us at the old stand. We hear Bob Torrance has just joined the Starvation army. Is that so Bob? Good wishes to all, as ever,
Mrs. H. B. Jones.

WASHINGTON, IND.

DEER LODGE, MONT., April 12, 1888.

To Woman's Department :

Perhaps the most fatal omission and more frequently noted than any other is that failure of parents to teach the children the dignity of labor. This is the vital point around which all other instructions are made to rally. Young men and young women, thrown upon their own resources at maturity, often fail because they learned to despise labor in early life, and are absolutely helpless. The idea that it is not genteel to engage in mechanical pursuits has paralyzed a great many arms that might otherwise have been useful in this world. In point of real manhood the mechanic who makes his own way through the world is unmeasurably superior to the empty-headed young man who is unable to support himself, and regards all "greasy mechanics" with contempt. Thus society has itself to blame for the innumerable wrecks made by foolish young men and women who learn early in life that it is not genteel to be useful. Evidently the first thing to do with the boys and girls is to brush away from before their eyes all false standards of gentility, and teach them that labor is noble rather than ignoble. What girls need to make them business-like is to be brought up in contact with business, to hear it talked about, to be expected to manage their own affairs in a business like way. So it seems to me every man should put into the hands of his daughters some small piece of property and teach her to observe its fluctuations in value, and ask their cause, and learn by experience the difference between principal and interest. Teach girls that life is earnest and real for them as well as boys. Above all things, inspire in them the just ambition of being useful. If they are all permitted to grow up without any real interest in life, life will hardly be worth living. Let them from early years learn to be practical or they will never be fit for any position whatever. It is never too early to inspire a girl with the ambition to be orderly, thrifty and practical. The busy little house-wife makes the best house-keeper.

So many girls grow up as they please, and if it happens that they have energy enough to go to school and take advantage of every opportunity to make themselves useful, they do so, and if not they go on without expectations of anything in the future, and then when they grow up society people shun them because they are ignorant, and it is all their parents' fault. Parents ought to give their girls an education, and teach them that there is something in life worth living for; give them good books to read and talk to them on themes of interest. A father can't

imagine the pleasure it gives his daughter and how much it encourages her for him to sit down beside her and talk to her about business matters, and a great many other subjects I could mention, that would inspire her. I myself am a girl, and I realize what I am saying. In many instances a girl is allowed to associate with any and all classes of society, and nine times out of ten she will choose the very class she ought to abhor, and then about the next thing you know she is—well, demoralized, you may say, and then who should bear the animadversion? Why she, of course, most people will say, but not I. It is her parents, and no one else. She naturally becomes erratic and finds pleasure in associating with the most audacious and eccentric girls of her acquaintance, and uses slang, which is vulgarity in itself. Slang, according to Webster, is vulgar, unauthorized language. Parents should be perfectly familiar with the character of the company kept by their daughters, and should exercise such an oversight as to prevent them from cultivating improper acquaintances. One mistake parents often make is in permitting an unacceptable suitor to continue his visits until he has completely captivated the girl's affections before any remonstrance is made. Then it is too late. Or again, the mistake is made by forbidding a certain one's visits in a harsh manner, instead of reasoning with the daughter as they ought, and showing her why she should discourage his attentions.

I could say more on this subject, as I fully realize the whole situation, but I think I have said enough this time, and if my talk is appreciated I may write again. This is the first time I have written for the *Magazine*. In fact I never read one until about a week ago a fireman gave me nearly a year's subscription to read. I like them very much, especially the Woman's Department. From what I learn by reading the firemen are noble fellows. I am personally acquainted with only one fireman. He is noble I know. With best wishes to the firemen,

Alzetta.

For Woman's Department:

THE OLD PATH.

Lord lead me in the heavenly path
My Saviour's footsteps trod;
Thill peace shall take the place of wrath
And I shall dwell with God.

Teach Thou my heart to seek Thy way,
My feet Thy steps to trace,
Thill, in the light of endless day,
I see Thy loving face.

Hold Thou my hand when danger's near,
Lead me where'er is best;
Thill perfect love cast out all fear,
And I am truly blest.

In joy's bright day or sorrow's night,
Help me to follow Thee:
To walk alone in Thine own light
From sin and self set free.

Then mind and heart, and hand and voice,
Obedient to Thy will,
Shall freely make Thy way my choice
And all Thy will fulfill.

—Nellie Stata.

COLLINWOOD, OHIO, February 24, 1888.

To Woman's Department:

I am alone to-day, and as it is one of those warm, languid days, that are dropped in occasionally to remind us that spring is coming, I have decided that I have spring fever. Consequently I don't propose working very hard.

Well, you exclaim, "She has a vivid imagination to conjure up all the evils of spring fever, because of one warm day." Another reminds me that spring fever and laziness are closely related.

That thoughtful looking lady over there in the corner, with her eyes fixed upon some object in the distance, withdraws her gaze long enough to give me a scrutinizing look, while she mechanically utters, "Try the mind-cure."

Before my lips can frame a question, her gaze seems again to be riveted upon space, so I refrain and leave her to her own reflections. But I am quite certain one treatment would effect a cure. I have been very careful however not to express an opinion on Christian Science, or mind-cure as it is termed, so if any sister cares to air her views, I am still free to talk on the other side. But while writing this my mind has also been busy in another direction, planning some light work for the next hour or so. I have decided to take inventory, not of all the stock on hand, but of the articles I have made, ready to use after house-cleaning. Don't you all like something new with which to adorn your house after cleaning? I do. Now as this paper is so handy, I will just jot them down here, that will save me making an effort to find more paper and perhaps give you a few new ideas. First there are three new rugs, all made with the rug machine. Two are made of old wool dresses or scraps I have saved, torn or cut like carpet-rags, and put through the canvas with the machine. One has a design, the other has not. The third is made of ravelings from scraps of Brussels carpets. There is only one kind that will ravel. The other I drew the warp out and used it for fringe. It makes a handsome rug. Then there are the Canton flannel cases for my silver knives, forks and spoons. The one for the knives, has the flannel doubled the length of the knives, then stitched across with the machine so you have separate places for a dozen or more knives. Then when they are cleaned, slip them into the case, roll them up and they will be bright for the next meal. The cases for spoons and forks are made in the same way. A dust-bag to hold dusters is made of red Canton flannel with a back figure on it. This is lined with light blue silesia. The back is cut six or eight inches longer than the front, so it can lap over the front as a sort of cover. A brass ring with which to hang it is slipped over this back piece. The figured Canton flannel also makes pretty slipper-cases. Now if you have a pretty calendar I will tell you how this one I hold in my hand, is arranged. Detach the calendar from its original card. Take a piece of paste-board six by eight inches, cover with wadding, sprinkled with per-

fume powder, cover with light blue Chinese silk. Fasten the calendar to this. Sew pink and blue chenille balls on the bottom of the card, and hang with pink ribbon. I have a brass match-safe mounted in the same way. I don't seem to have half of my articles listed, but I will be obliged to wait until next time, as the mending basket, not that other basket warns me to desist.

Josephine.

[Come again.—Ed.]

WEST LEESPORT, PA., February 15, 1888.

To Woman's Department:

I am a new and young reader of the *Magazine*. A good many of the 317 boys have been promoted to the right hand side to make the black smoke roll from the stack as they pass by. It is something quite new for us to see the black smoke roll from our smoke-stacks but the miners in the hard coal regions have taught our boys to fire and run soft coal; they come in as black as the smoke that rolls from their stacks. They pull long trains, so long that we can hardly wait for the end of the train so we can pass for school, and my little brother Charlie and myself, we watch and see papa off and when he don't come home at the regular time we are worried and look at every train until he arrives, for him to tell us what held him so long and we are glad to see him arrive safe home again, and it is but a short time he stops with us, that is to eat a bite and take a nap so that he can see the signals along the road. He runs at night and sleeps in the day and so we give him all the rest we can. On Sunday he spends the day with brother Charlie, mamma and myself and I often think of papa when it is a bad and ugly night, what hardships they must put through on the road to bring in their train, so heavy and long and when the time comes for papa to leave we are ready to hand papa his lunch to eat at night when we are all asleep and dream of him in our warm little beds and while the 317 boys rove all night on the long stretched rail that is spiked on the ties and laid in a bed of stones and sand, up hill and down hill and from ocean to ocean. I wish all the boys, not only of 317, but all of you that are toiling on the railroad good luck, live long and die happy. May God bless you all, and so I remain,

Yours respectfully,

An Engineer's Daughter Betsy.

BOSTON, MASS., February 28, 1888.

To Woman's Department:

I have accepted your kind invitation and come again. Our spring is slowly advancing, and so are the bad colds. Now if I don't take up too much room in our precious corner I would like to give a recipe we tried for breaking up a bad cold. It is very simple and as I have had a little experience I can truly say it is marvelous in its effect. So, dear sisters, if hubby comes home some dark damp night with a face as long as it can be drawn, and in a hoarse, gruff voice, demands that something be done to alleviate his suffering head, proceed calmly and strictly to fol-

low the directions. Place the patient in an easy chair until all is ready: One large quilt, one cane seat chair, one-half pint bowl of alcohol and a match. Now if there are any spectators put them out of the room, divest the patient of all clothing except the under vest, seat him gently on the chair, pin tightly around his neck the quilt, have it come down all around the chair so no air can get under, tell him to hold on with both hands to the seat of the chair and not to let go; now put the bowl of alcohol under the chair, take the match, but before you light it have your nerves quieted as much as possible, your face as solemn it can be. Don't let even the shade of a smile be seen, for when one is going through such an ordeal it isn't nice to be laughed at. Now we will proceed: Get behind the patient and stay there, hold the ends of the quilt together, now light the match, apply it to the patient—no, the alcohol. Now, of course by this time you have let the quilt slip out of your hands and you are positive you held on tight, but what can you expect if the patient will persist in bobbing up every time the flames burn high. You dear sisters are not to blame. Be sure you don't ask him what it is he is muttering low and deep, for you had best not know. Perhaps he is blessing you for your earnest efforts in his behalf. By this time the degree of heat in the seat of that chair is intense and the desired moisture is running down his face and limbs, so gently remove the fire, help the patient to bed, lay him in a reclining position on his face. Vaseline or sweet oil are very soothing if the pain be severe. Now leave him to Morpheus, and you, sister, sleep alone to night, he may be restless! After he recovers from the effects of the medicine he will be all over his cold. It is now three years since we tried it and it has never been necessary to repeat it, one treatment was enough. Now, if that hubby of mine reads this, woe to me, I may as well say good bye, for I shall not be permitted to let you hear again from

The Engineer's Wife

TO SHANDY MAGUIRE.

I have thought of you, Shandy,
When the blue vault above me
Was spangled with stars, and
I thought each one a gem,
And I said to myself,
O, that Shandy would love me!
For I know by his writings
He's the best of all men.

'Tis a trembling confession,
But my affection grows stronger
The more I read your
Enrapturing verse,
And my poor heart would break
Should I hesitate longer
To write you these lines
My love to rehearse.

I know you have fame,
And I know you have earned it,
And I believe in your heart
There's a place for my love.
And now my dear Shandy,
Since from a girl you have learned it,
Pray grant the dear boon and call me your
dove.

—*Lily McFadden.*

CHICAGO, ILL., March 18, 1888.

Dear Mrs. Harper :

I have read your editorials in the ladies' department of the *Magazine* with pleasure and profit to myself.

I occasionally wrote articles years ago, for the *Magazine* which the editor was kind enough to accept (Mr. Sayre is the gentleman to whom I allude). There was no ladies' department then and I notice with pleasure the improvements so remarkable in the dear little book. Should you care to publish my poem I shall be pleased.

Mary F. Wilder.

ROSES AT NEW YEARS.

[On receiving flowers from California.]

Sweet travellers from a sunnier clime,
And coming to me at this glad time,
I welcome ye!
Coming with lovely perfumes fraught;
What loving message have you brought
This day to me?

Yes, tell me this, for I shall know—
Come, nestle close, and whisper low—
What did he say?
Said not he, "I love her, oh flowers,
And ye'll mind her of some sweetest hours,"
Now, tell me, pray!

Ah, yes, in every perfumed leaf,
And softest petal, and underneath,
Lies love in store;
Now Hope will fold her snowy wing
"All around my heart and sing"
Forever more.

AURORA, ILL., March 16, 1888.

To Woman's Department:

I have always been very much interested in your *Magazine*, particularly in the Woman's Department. I feel somewhat disappointed at times to read letters from the different Lodges and never see one from No. 80. It can not be because there is nothing commendable to say of the boys, for nowhere can be found a more benevolent, sober or industrious force than the brothers of Self Help Lodge. It would therefore be unjust not to say a few words in their favor. A few nights ago an invitation was extended to the ladies to meet with the B. of L. E. and B. of L. F. at their rooms. The following programme had been carefully arranged: Instrumental and vocal music. Addresses by the prominent ministers of the city, and visiting members of the Brotherhoods. The speeches were brief, witty and very complimentary, to the ladies. Each speaker urged the brothers not to falter in the strife, for victory would surely be theirs. The rest of the evening was spent in having a social time. And now in behalf of the ladies of the B. of L. F. I wish to say to the brothers of the B. of L. E. and B. of L. F. who are involved in this struggle, that we are proud of you. Proud to see you stand so united and firm in this fight for your honor, your manhood and your rights. Proud to call you husband, father, son or brother. Proud to see you show to the world that your beautiful motto, "Benevolence Sobriety and Industry," is not mere words, but living examples. We, the mothers, wives, sisters

and daughters say to you, be steadfast in your purpose and victory will crown your efforts. We are always ready to help you, for well we know you are fighting this battle, not only for the principle it involves, but for those near and dear to you. To the brothers of Lodges North, East South and West, we send you a hearty "God bless you" for your kindly sympathy and aid. You show us that you are brothers in the true sense of the word. We trust that you will never be driven to this extreme. We feel confident that this contest will end the struggle between capital and labor, and will show that in the ranks of the latter, are to be found men in every respect equal if not superior to the former in intellect, manliness and honesty, who will not be driven into abject slavery by any corporation in this land of freedom.

As this is my first letter to the *Magazine* I will not weary the reader longer. May prosperity attend each and every Brotherhood man is the wish of
Elate.

ST. LOUIS, MO., February 19, 1888.

To Woman's Department:

I have been a constant reader of your valuable *Magazine* for about four years, and I cannot remember of ever seeing anything about Peace Lodge, No. 100. If the Brothers do not take interest enough in the Lodge to write about it I think their sisters and wives ought to. I will make an attempt. The Lodge is in a flourishing condition and can compare with any. The members are all sober and industrious and some of them are very fine looking and are always ready to extend the right hand of fellowship to every Brother they meet. A fireman's wife speaks of the terrible lunch pail; do not speak of it. Those terrible overalls! when our Brothers come home and lay them down it makes us weary to look at them, but then it ought to be a pleasure for us to wash them when our dear ones return safely home with them. How happy we feel when they come home, for when they are out on the road every footstep we hear we think it is some one bringing us a message to tell us they are dead. When they part from us we think perhaps we will never see them again. God watches over them and brings them back, but He will call them some day and when they are called they must go. They are a brave, true-hearted set of men.

A Fireman's Sister.

STRONG CITY, KAN., February 20, 1888.

For Woman's Department:

Take 1 pint of bread crumbs, 2 cups milk, yolks of 4 eggs, $1\frac{1}{2}$ cups sugar, teaspoonfull of extract of lemon, stir together and bake. Spread a layer of jelly 1 inch thick and frost it $1\frac{1}{4}$ inches thick, brown light and serve while hot. You will find it a very nice dish. Will some lady send me a good receipt for pork cake.

As this is my first I will close, and will write some other time, and will tell you of some very pretty ways to make fancy work.

L. E. H., a Fireman's Wife.

OMAHA, NEB., February 2, 1888.

To Woman's Department:

Candlemas day—I open my dull eyes that are so long resting, withdraw my poor, little paws from their warm receptacle, gather my shaggy, cross oldself together, give myself a good, old shake, and I discover there is life in this mean, old carcass yet. True, I am rather stiff; but I cautiously wend my way to the entrance of my den. What do I behold? All nature looks gloomy. What glad tidings for me? With the agility of a kitten I spring forward, open mine eyes widely, raise myself on my hind legs—no shadow is visible, during my sojourn I may have become too thin to make a shadow, so I plant myself on all fours, and proudly start forward, casting glances to the right and left, before and behind me, but my reflection is nowhere to be seen. As nature and I have been fast friends for so long, dear old dame, how well I can trust you? With a howl of delight I spring forward swaying myself contentedly, showing nature I return thanks for her kindness. So as old bruin is once more on the track, let engineers, conductors and brakemen beware. There is nothing to fear, being leap year, the ladies make themselves agreeable; so I appear before you to try and undo the past, form a new covenant; let us shake hands over the chasm of forgetfulness, and be friends in the future. What a blessing I did not take passage for the region of mystery during those dull months. Oh yes! bears go to heaven. God takes back even the meanest of his creatures. I shudder to think of the command of St. Peter: "Return from whence you came and undo the wrongs you did." The command would be nothing, but imagine the walk. No conveyances; an engineer would look with contempt on anything who would insinuate the liked a good time; the conductor and brakeman, regardless of ceremony or respect, for my sex, would hurl me into space. So nothing would be left, but start on a trot, off to Indiana, and get the dear editor out of harm's way; thence to Ohio, New York. No doubt I would have to travel this vast firmament, once more making myself famous by getting the best of Moses, his mission led through the desert, while I take in the whole world. Even then the ladies' anger would not be appeased. I know it is hard to satisfy us. Old bruin has great respect for the railroad men, but she must say it, and will, her sympathy and great old shaggy heart belong to the firemen. The railroad men should be glad I expressed my sentiments. Only for me, they would never know how much was thought of them. How soon the ladies took up the cudgel and run poor bruin under cover? Oh, I tell you sentiment is a great thing, and what a blessing, we all possess one. If we had to borrow our neighbors, we would be often refused and I know some would think it too great a luxury for a fireman's wife. Expressing opinion is very much like free trade; as sure as you say anything about it, you will get into trouble. It may hurt some people's sensitive nature, but it is like a

storm at sea; it makes us more sociable. Some say my sentiments are untrue, but who would doubt the words of such a grand man as "Shandy Maguire." The engineers should be proud of such a brother. No words of mine can bestow the compliment that is due you. Were I Pope, I would canonize you. "A friend in need is a friend indeed." Even a poor, old bear is not perfect. Can you wonder at a sour disposition, blurred sight, a turned-up nose, after fighting the elements for a quarter of a century, but I assure you, if nature did not mould me, in a very gentle form, inside the rough exterior beats a true and loyal heart. So I extend to you both paws of good fellowship; let us be firm friends in the future, and when our time comes to join the majority, if Providence wills in the next world as it does in this, and our lots are cast in a different climate, let us hope to have as good a mail service, better railroad laws, engineers, conductors and brakemen, true to their trust; last, but not least, the dear good firemen's strength holds out, you will not only be sure of an ardent admirer, but a faithful correspondent.

A fireman's wife,

A. B. C.

[Will a fireman be necessary when you pass over to the other side?—Ed.]

BELLEVUE, OHIO, February 5, 1888.

To Woman's Department:

Having been an interested reader of the *Magazine* for the past three years, I would like to contribute a few lines to its columns, if permitted. My husband is a fireman and a member of A. G. Porter Lodge, No. 141, B. of L. F. I think the Brotherhood a grand and noble Order. I agree with you, Minnie, in having great sympathy for the firemen, for they are indeed the last of the whole crew to get home; no more than home, till they have to go to brighten up the engine when they ought to sleep and rest, after working hard from early in the morning until late at night, and sometimes longer. Where, or when do they have time to clean their engines every trip, for they must have rest, and very little they get, especially the freight firemen. Wishing the Brotherhood every success, and a Happy New Year, I will close.

A fireman's wife,

Hettie.

ATLANTA, GA., March 4, 1888.

To Woman's Department:

Although a fireman's sister and a constant reader of the *Magazine* for a long time, I have never seen a word from Kenesaw Lodge, No. 247. Each month I look forward to the coming of the *Magazine*, hoping that some one would break the ice, and say a word in their behalf. Many of the sisters speak of the noble hearted boys in the different Lodges, but I don't think they could be any better than the boys of No. 247. Their Lodge is progressing rapidly and its members deserve credit for the interest they take in it. I remain as ever an interested reader of the *Magazine*, and a true friend to the Brotherhood.

Rose, a Fireman's Sister.

NEW YORK, February 25, 1888.

To Woman's Department:

I think, Mrs. Editor, "Come, now let us reason together," just the thing, especially after reading "Shandy Maguire's" reply to Mrs. Nellie Bloom's lines "To My Husband." Why speak so discouragingly to us wives? If those are your sentiments, why not keep them quietly to yourself instead of wounding our feelings in such a terrible manner. Now, ladies, let us try and help each other out of the difficulties that assail us day after day, such as packing lunch pails, for instance. I will tell you about what my husband gets in his lunch pail, perhaps some one can suggest a change which will be thankfully received. But don't talk of roast turkey and marble cake, for none but the wealthy can afford such luxuries. In the first place I put in a small bowl of either rice pudding or boiled custard, then a cup of either corn, beans, tomatoes, turnips or cabbage, a couple of hard boiled eggs, a sandwich or two made from any cold meat I happen to have (cold boiled ham preferred) a piece of pie, two or three crullers or a piece of plain cup or raisin cake, the coffee urn filled with good coffee, tea or chocolate, and he has his dinner. I have never heard him complain of going hungry nor ashamed to eat his dinner before any one. In making the cheese-cloth comfort, instead of binding the edge crochet a pretty edge all around it of whatever color you knot it with. You will find it will look very much prettier. Now, if some one will tell me of an easy way to wash over-clothes instead of taking the skin all off your fingers, I will stop.

A. W.

SPRINGFIELD, MASS., February 22, 1888.

To Woman's Department:

I, for one, am glad this department is to be confined to other than Lodge affairs, that we know so little about, or praising the boys—(of course we all like them well enough; that is generally understood.) Have any of the sisters ever made faces, as well as human nature, a study? If so, have you noticed whether or not some of the boys' faces express joy, or indifference, when the day's work is done and they are free to go home, or wherever they may choose, and did any of you ask yourselves if you were any way to be blamed, or praised, for the expressions of their faces? Think, sisters, is their home-coming to be met with a smile, or a snarl? or are their faults to be held up before them in flaming colors, and every little vexation of the day hurled at them as if they were to blame for all our little troubles? Ourselves and house out of order, children dirty, and hair not combed, don't wonder then that they are in no hurry for home-coming. Then on the other hand, note the one whose wife meets him with a smile, kind words and a neat home, children cleaned up some before papa's coming, and see the joy beam in that man's face, and there is no place like home to him, and who wonders? So I claim the wife's at fault when she neglects to make her home all it should be.

Of course, there are occasions when the house is a little confused, (or rather the things in it) by children or mother's not being well, but that can be excused.

Here is a cheap cake receipt, try it. One egg, one cup of sugar, one cup of sweet milk, one and one-half cups of sifted flour, one teaspoonful of baking powder, and last, a table spoonful of melted butter, lemon, or what ever flavoring is liked; this may be used for layer cake; and one cup of sugar, half cup of sweet milk, boiled on the stove till it boils up, then spread between the cakes lightly, and press together when warm, stir the remaining sugar till a little cool and spread on top. You will be surprised to see what a good cake it will make.

I have derived a good lot of benefit by the recipes from the *Magazine*, and here, while it is in my mind, did any of the sisters ever put the coffee or tea in the lunch pail, and then the milk or sugar, then fill up with cold water? Husband says he likes it best this way, and true, it is less work, a thin cloth bag will do to keep the grounds, rinse this out in hot water and it will do service quite a while.

A Fireman's Wife.

GRAND RAPIDS, MICH., February 14, 1888.

To Women's Department:

The following is another chocolate cake receipt for "Peach Blossom." I saw a couple in the February *Magazine*, but as this is a little different you may like it better. One cup sugar, one-half scant cup butter, one and a half cups flour, whites of three eggs, one-half cup of milk, two teaspoons baking powder; make the filling of one cup of sugar, light brown is just as good as white, moisten with two table spoons of water; boil about five minutes, add three heaping table spoons of Baker's chocolate and boil five minutes longer; remove from fire and stir until it begins to get cool; add teaspoon of vanilla, and spread between layers and on top of cake. This is the only way I like chocolate cake. Another good cake can be made as follows: One cup sugar, good half cup butter, half cup water, three eggs, (save the whites of two for frosting), one tea spoon each of cinnamon, allspice and cloves, about two cups flour, two spoons baking powder, bake in layers and spread frosting between.

Your friend,

Apple Blossom.

CHICAGO, ILL., February 18, 1888.

To Woman's Department:

I have been an interested reader of the *Firemen's Magazine* for the past year and must say that it contains many valuable as well as interesting articles both for ladies and gentlemen. Like Mrs. Harper I think the ladies ought to write letters that would be of interest to women and leave the boys and their department to themselves. I wish the lady readers would give me some nice designs in fancy work that are not expensive and at the same time pretty, for instance, like those furnished by Josephine in this month's number.

Star.

GRAND RAPIDS, MICH., February 27, 1888.

To Woman's Department:

I see in a letter from a Sister of De Soto, Mo., that they have no Ladies' Society of the B. of L. F., but she thinks they could have a large one if they had a pusher. I don't think they need the latter if they will only take hold right. We have one here not as large as might be but we just started and went right to work. We met and elected our officers and we have a nice Lodge. We have been organized almost two years now. We had two initiations the last two meetings and hope there will be more yet. It is hard to get started but you will need to have lots of patience and you will succeed after awhile. I hope soon to hear of a Ladies' Society started in De Soto, Mo.

I will give a recipe for a cream cake which my husband thinks is nice: For the cake take one cup of white sugar, three eggs, a small piece of butter, one and a half of flour, three teaspoonfuls of baking powder. Get it all ready for the oven, then put in half a cup of boiling water, stir all together, put in a square pan and bake. When cold split in two and fill with the cream. The cream is as follows: Take one cup of sweet milk, one egg, one tablespoonful of corn starch, make a paste, put the milk in a pan on the stove and let come to a boil and then add the egg and a little sugar and a small piece of butter and the paste and thicken. When cool add some extract of lemon and put on the cake and you will have a nice cake. You can frost the top if you like.

Ettie.

DAYTON, O., February 10, 1888.

To Woman's Department:

I have been an interested reader of your valuable *Magazine* for quite a while but have failed see a word about Friendship Lodge No. 375. Friendship has a committee of as fine a crew of lads as ever pulled a bell cord. John Glynn, Secretary of Friendship Lodge, has crossed from the left to the right hand side, and he just makes a lolly looking engineer, only the dear boy is a little bit bashful. Well, I am an engineer's sister, and I do think that railroad men are the grandest men on earth, and I do wish I was a man so I could be a jolly good railroader.

I remain the dear old railroaders' friend, an engineer's sister,

Annie.

[You can be a fireman. A woman tried it during the late strike, and the newspapers praised her highly.—Ed.]

TAMAQUA, PA., February 29, 1888.

To Woman's Department:

I have been a constant reader of your valuable *Magazine* for some time and not once seeing anything from Anthracite Lodge No. 323, I thought I would write a few lines myself. Although this is my first I hope to see it in the *Magazine*. This Lodge is in a very good condition and the boys are as brave and noble as we have them. I conclude, wishing the Brotherhood every success.

Emma.

STREATOR, ILL., February 19, 1888.

To Woman's Department:

As I have never seen a letter in the *Magazine* from the Lodge Villa Park, I will endeavor to write for the boys. I have eagerly watched for a few lines from Lodge 303. I thought I would make the first attempt myself. The Lodge is in good condition, the men are all sober and industrious, and that is something to boast of. Since the Lodge has been organized, three of the charter members have been promoted to the right hand side, John Comas, James Irwin and James Menaugh. Chas. Burch, the *Magazine* Agent, is promoted to hosting; the boys are lost when he isn't around. Tom O'Larry, the kid, is still holding down the Streator accommodation. Jack Folley, one of the B. of L. F. boys, met with a serious accident while making a coupling, he had part of his left hand taken off; the latest report he was doing nicely. Bob Duke is firing the Chicago passenger, "turn around," he comes in with a dirty face but his smiles penetrate through the dirt at the pretty girls that he sees.

I will now transfer off to the Sante Fe over on the C. B. & Q. The boys on the Shabona run are getting in good time, but it does not matter how sleepy they are on Lodge night they are always there and in their right places. J. Corcoran, the Master has been on the sick list, but he does not miss any of the Lodge nights. James Vance still holds down the left hand side of engine 121, he will get a new engine, No. 8; he keeps his scoop bright. "Buck" Carrol still holds down the left hand side of engine 28, he handles his scoop with vigor. I will write something about the I. I. & I. boys next time.

From an engineer and fireman's sister,

Florence.

HARRISBURG, PA., February 24, 1888.

To Woman's Department:

I was glad to see while reading the *Magazine* that another had written to it. I hope that more will take courage and contribute their mite. I attended the banquet held here on the 23d of February. It was one of the most pleasant evenings I ever spent. Addresses were made by their Master, Past Master and Chaplain. There were representatives present from the Engineers', Conductors', Brakemens' and Yard Masters' Orders, all of whom delivered short addresses. Delightful music was rendered by the High school orchestra. Solos were sung by the Misses Santo, Smith and Ginrich. The Lewistown members presented the Lodge with four elegant table covers, representing their motto, Protection, Charity, Sobriety and Industry. They also received a handsome book mark from their Master's wife and her mother. After the speaking all were invited to partake of an elegant supper to which all did ample justice. I will venture to say that all who were there went away feeling they had spent a pleasant and profitable evening. Wishing No. 174 all the success and prosperity it well merits, I remain, a fireman's wife,

M.

A SUPPLICATION.



H, Lord, be merciful, I pray,
And grant me needed peace and rest,
Or turn the vengeful stings away,
Which pierce me from a hornet's nest,
In which unheeding I went,
Like other hair-brained fools before,
Impelled along with good intent,
Till now I bleed at every pore.

To conjure up trite maxims here,
I find along the road of life,
Shall not suppress the bitter tear
I shed as widow, maid and wife
Assail me with a fury wild,
For having dared to pen a song,
That all their tender bosoms filled,
Although I ne'er intended wrong.

One rhyming fool in every house
Is all the mansion can endure,
Yet, someone signs herself my spouse,
And slings away concealed secure.
I recognize the Christian plan
My checkered life is built upon,
It gives a wife to every man,
And satisfied I am with one.

Now, Lord, Thou knowest best that I
Have not deserved tormenting fire,
From this fair woman, who can lie,
When signing my loved name, Maguire.
She dare not openly lay claim
To what she does in secret sing,
Unless she is bereft of shame,
E'en then she cannot show the ring.

Dear Mrs. Bloom, with caustic pen,
From the experience of her heart,
Admits she's lost her faith in men,
And lashes me, and makes me smart.
I merely gave her good advice,
I simply told her truth in rhyme,
And yet, in words more keen than nice,
She links me with her spouse in crime.

There's something in the atmosphere
Which circulates in orange groves,
Which makes the sexes insincere,
Tho' cooling like two turtle doves;
We here residing in the East
Mid frost and snow, and clouds and gloom
For half the year, obey the priest,
Not like the spouse of Mrs. Bloom.

How Alice Darling sweetly sings
In measured rhyme with fancy free.
Her muse is out on buoyant wings;
And yet she fails to censure me;
Because Thy wisdom did provide
No rampant streams of liquid fire
Should scorch our veins, for here the tide
Is chilled ere seething with desire.

Her very name has music in it—
Sweet Alice! Oh, be still my heart!
And Darling! With what joy I pen it!
Altho' it once did make me smart.
I must confess it rolls along
In scintillating streams of bliss,
Until it mingles with my song,
And thrills me like a pulsing kiss.

I must restrain the thoughts I feel
Now glowing in my fervent breast,
They're not conducive to my weal;
Besides, those women in the West,
Who strike me with terrific force,
Might longer persecute me, too,
And strikes are terrors, like divorce,
What say officials of the "Q.?"

I've always done the best I could
Thy honored precepts to obey;
Altho' at times my rampant blood
Around my heart would surge and sway
In boiling tides of fierce desire,
In love streams, so hard to quell;
Now shield me, Lord, from woman's ire,
And guide my footsteps clear of hell.

—Shandy Maguire.

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,

TERRE HAUTE, INDIANA.

JULY, 1888.

Editor Firemen's Magazine :

I have not been a Brotherhood fireman. I have stood aloof from the organization, but I have been a close and rather critical observer of your Order. As often as I have been approached to become a member of the Brotherhood, I have found it convenient to assign a variety of reasons for remaining in a position which it has been agreeable to me to call "independent." With my pick and my scoop I have assumed that single handed and alone, I could demonstrate that brotherhoods, unions, associations, etc., were not a necessity to promote the welfare of working men, and this conclusion has been from time to time fortified by the opinions of General Superintendents, Master Mechanics, and others, who seemed to take pleasure in helping me to maintain my "independence," as they called it, and as I felt was my good fortune.

Now, I want to say that in occupying this "independent" position, I have tried to be unprejudiced. I have lived in peace with brotherhood "boys" who have regarded me as a friend, and have seemed to believe me honest in my convictions. But I want to tell you, that all the time I have been watching things. I am no blow-hard—I like square men—men of honest convictions, men who are true to obligations, men who are true to themselves—in a word I like a gentleman. In my travels I have met a good many firemen who had been members of your Brotherhood and who had for some cause abandoned the Order. They have talked freely to me because I would listen to them, but in all my experience I have never found a fireman who had belonged to the Brotherhood who satisfied me that he abandoned it for a just cause. I discovered, or thought I discovered in their explanations their own condemnation. I have never found one who said, "I attended the meetings of the Lodge regularly. I did what I could to promote the welfare of the Order. I lived up to its principles, and becoming dissatisfied I paid up

all dues and claims against me and resigned." No such tale was ever told me. It was none of my business to ask them questions, but the impression they made upon my mind was, that they had not done their duty. Such things would lead me to ask myself, "If I were a member would I be true to principles, to obligations, to duty?" And I have time and again meditated upon the principles and purposes of the Order. In this, Mr. Editor, I have been greatly aided by your *Magazine*. I have read it, and have said to myself, the *Magazine* talks right, its purpose must be to help firemen to be more intelligent, more useful, better citizens, better sons, better brothers, better husbands and fathers, and this I do not say to flatter you, nor the Brotherhood, I say it because it is my conviction after several years study and reflection.

I deliberately chose the occupation of a locomotive fireman because I wanted to be a locomotive engineer. I have a fair graded school education. I believe I could have succeeded in other employment, but I had a fancy for the rail, and I know I am in the line of promotion and will put my hand upon the throttle at no distant day. I have said I have been observing, I have not been unmindful of opportunities to make comparisons, and I want to state what has come under my observation during the past six months. In the one case, a fireman was sadly injured. He lingered for a few weeks and died. Like myself, he was not a member of the Brotherhood. He was not without friends and sympathy. He had a wife and two children dependent upon his wages. Little if any thing could be saved from his scanty earnings and from the moment of his injury he and his family were objects of charity. It is not worth while to tell particulars. Every fireman without an effort, can conjecture the sadness and the sorrow of the home. The other case was quite similar. There was a fatal injury and death. A sorrowing household, a widow and three orphaned children. But the fireman was a member of a Lodge, in good standing—every obligation had been met, and the members of the Lodge and their wives did all that mortals could do, there were kind words and noble deeds, not charity, but the response to obligations, and when all was over, there came to that home a Brotherhood man with one thousand and five hundred dollars and gave it to the widow—gave it to the orphans. No, it was not given, it was paid, and I was present when the money, or draft, was presented. I had heard of such transactions and now that I had been an eye witness of what was a great blessing, I surrendered to the conviction that the Brotherhood of Locomotive Firemen was an institution that deserves well of firemen, and I am so vain as to believe I could, without great trouble, show that it is an organization that has a high claim upon the consideration of society.

Again, Mr. Editor, I want to say that while the strike on the C. B. & Q. has been in progress I have watched the Brotherhood to see what the membership would do, I asked myself, will the

members stand by their obligations? Will they stand by the strikers? Well, I have witnessed their loyalty, I have information that has satisfied me that the great body of Brotherhood firemen have been equal to the emergency, and as for my own convictions regarding the justice of their cause, I need only say, I have, out of my earnings, contributed to the fund for their support while fighting for their rights.

And now, Mr. Editor, after five years watching and criticising, I confess I am a Brotherhood man in spirit as I am to be in a few days in obligation and association. But in joining the Brotherhood I shall not *sit down* on firemen who have not made up their minds to become members, to follow my example. I know many firemen who are studying the subject. Some are convinced that the right thing to do is to join, but are restrained by a variety of considerations, but the more intelligent of them will, after a time, come into the fold.

In closing this communication I want to say that I am fully in accord with the "federation" sentiments expressed in your *Magazine*—as the politicians say, it is the "key note." I shall know the Brotherhood better than at present after a time and should I write again, shall be in a position to call you "brother," as I shall the thousands of brave men who compose the Brotherhood.

Signal.

ANDREWS, IND., April 11, 1888.

Editor Locomotive Firemen's Magazine:

For two years I have been a constant reader of the *Magazine*, and with your permission will occupy a little of your valuable space in the interest of Robert Andrews Lodge, No. 165, which I think is deserving of notice, because its members are devoted to the interests of our Order. On January 3d we gave our first grand ball, which netted us \$103 and was a great success socially. On the 11th of March the Lodge enjoyed a most agreeable surprise by a visit from a large delegation of ladies—the mothers, wives, sisters and sweethearts of the members, the object being, the presentation of a beautiful upholstered chair for our Master, and twenty-four reversible badges, to be worn on funeral occasions and society meetings, nor was this all—the crowning testimonial of good will being a Holy Bible. These beautiful and valuable presents were presented by the wife of Bro. A. J. Broughton in an appropriate speech, which was appreciatively applauded. Rev. Mr. McCoy, of the M. E. church responded on behalf of the Lodge, and the occasion was one of rich enjoyment. We have a beautiful Lodge room, and about forty members, all tried and true, but I have noticed that some of our members go to the pool room when their presence at the meetings of the Lodge would have been most cheering. It would be greatly to our benefit, if we could realize our mutual dependence and the blinding character of our obligations. We are making poor time on the Wabash, and the demand upon our incomes are serious, but we are resolved to stand by our oppressed brothers on the C., B. & Q., and no assess-

ment for their benefit has gone by default; nor do I believe that any assessment will be neglected. The demand is for every Brother of our beloved Order to stand firm. Our great duty is to be punctual in remitting our assessments, levied for the benefit for our Brothers who are in distress. Let the money go at once to our Grand Secretary and Treasurer that it may be applied by our Grand Officers, who are watchful of all our interests. The struggle is going forward and no Brother can afford now to deviate from the path of duty. We are fighting tyrants. The ordeal is severe. It is a trying crucial, well calculated to test a Brotherhood Fireman's fealty to obligation—his manhood and his conscience. I believe the Brotherhood is equal to the emergency and that our devotion, our courage and willingness to make sacrifices, will win the fight, and that whatever may be the result, no dishonor will attach to the Brotherhood of Locomotive Firemen.

Guy.

TOLEDO, OHIO, May 7, 1888.

Editor Firemen's Magazine:

I have just finished reading the May number and I fail to see any account of the death of our esteemed friend and brother, S. M. Kennelly. It must *certainly* have been a mistake on the part of the members of Lake Shore Lodge, No. 183, of which he was a member, for Sam was loved by all who knew him, a true Brotherhood man and a Christian. S. M. Kennelly was killed at Elmore, Ohio, by a bridge, being struck while looking for the rear part of his train, the accident occurring on the 18th day of March, 1888. Sam had many friends, and when we meet the 83 we miss his smiling face. He has gone, gone to where I hope every member of our Order will go when called from the cares of this life to that place which is prepared for the good. Although he leaves a kind and loving wife to mourn his loss, and grope her way through this dark and friendless world alone, may she remember that the B. of L. F. ever sympathizes with her, and He who doeth all things well, ever has His watchful eye over the widow and orphans. With love to all true brothers,

142 Ben.

EMPORIA, KAN., May 7, 1888.

Editor Locomotive Fireman's Magazine:

As it is never too late to do good I have thought a few words would be in order from Emporia Lodge, No. 53. On the 1st day of January was our regular meeting day, and after the Lodge was called to order the hall was besieged by a number of the wives, daughters and sisters of the members, who being admitted proceeded to spread a new and beautiful altar cloth and place upon the altar a superbly bound Holy Bible. The ladies were then introduced by Miss Leffer, in a neat speech, following which came a presentation speech from Mrs. W. R. Samuel. Able responses were made by the members of the Lodge. The occasion was most delightful, and when the ladies retired the sentiment was, "May God's blessings abide with you all, ladies, now and forever. Amen."

Cymro.

District Representation.

MINNEAPOLIS, MINN., June 15, 1888.

MR. EDITOR: The near approach of our convention seems to me a proper time for the discussion of such questions as may effect the prosperity and welfare of our Order. With that end in view, I wish to again call the attention of our Brotherhood to, what seems to me, an important question; that of reducing our representation. Before proceeding further I wish to state that it is my firm belief that we ought to do so, and for these reasons:

First, because the expenses of a convention can be decreased more than one-half, as will be demonstrated further on.

Secondly, because every dollar spent needlessly is a waste of hard earned money; that needs no proving!

Third, our conventions are too large for dispatch of business and in this respect prove detrimental to the best interests of the institution.

Fourth, as a result of district representation, we would have more work and less play in the conventions, resulting in greater benefits to the Order in the way of wholesome laws, less bickering and an increase of brains, in quality at least.

In proof of the first assertion, it will be necessary to define the *modus operandi* of the plan of reduction. I would suggest that each state, territory or province of North America constitute a district, entitled to representation, on the basis of one delegate for every 200 members or major fraction thereof; except, when any state, territory or province shall not have enough members to entitle them to one delegate, that they shall constitute a part of the *smallest district nearest to them*.

Each district to hold a district convention not less than six weeks previous to Grand Lodge meeting, and elect delegates to Grand Lodge, the returns of membership for the Lodges, as shown by the latest quarterly report of the Grand Secretary and Treasurer to be used in determining the number of delegates the district is entitled to. District conventions, to determine the amount of salary for delegates, and, levy a per capita tax for payment of same; said tax to be forwarded to the Grand Secretary and Treasurer, by the Receivers of Subordinate Lodges in the same manner as other moneys, and by him paid to delegates, for *actual attendance* at Grand Lodge sessions excepting they are on committee work, excused by the body or in *bona fide* cases of sickness.

Each district to have a District Deputy Grand Master, who shall be elected by the district convention, to hold office two years, whose duty shall be to call the said convention, as above provided and preside at the same.

Each Subordinate Lodge shall be entitled to one delegate to the district convention, except in districts of less than five Lodges, when each Lodge shall be entitled to two.

These rules define a plan that has received the endorsement of many of the leading men of the

Order, and one that has been freely talked among delegates at previous conventions, but has never been brought up for consideration, because of some tremendous rush to get to some picnic and neglect everything except quarreling.

Now to demonstrate the truth of the first assertion. There are at least

55 Lodges that pay \$100 now for delegates .	\$5,500
60 " " " " 75 " " " "	4,500
175 " " " " 50 " " " "	8,750
100 " " " " 40 " " " "	4,000

Total \$22,750

Twelve not represented.

Keep this in mind, TWENTY-TWO THOUSAND, SEVEN HUNDRED AND FIFTY. I am under the impression that the figures are a reasonably low estimate, and I propose to place opposite them a reasonably high estimate.

A tabulated statement of the Lodge shows twenty-six districts as herein defined, as having upwards of 100 members, or enough to entitle them to at least one delegate, Pennsylvania leading with 1,802 members while the Green Mountain banner proudly closes up the rear with 116; of the districts composed of more than one state, territory or province there are eleven, Idaho, Utah, and Nevada, having the largest membership, 233, while Manitoba and the Northwest Territory have only 29; with especial reference to this district I might suggest that Lodge No. 225 be made a part of it, this would place the Lodge named nearer their district and would not effect the membership for Ontario in regard to the number of delegates from that province. While it would lessen the per capita tax for the mixed district and bring them the required men, it would scarcely increase the per capita in Ontario. Another example will suffice to show the fairness of the proposed plan. Delaware, Maryland, and the District of Columbia have four Lodges and a combined membership of 148. Instead of four delegates at an expense of about \$250 one could be sent for less than half, the expense of a district convention would be not over twenty-five dollars, making say \$125 total, or less than \$100 per head, while at present it is over \$150 a piece, providing it was evenly distributed. Is the difference worth saving?

The twenty-six districts before mentioned could hold their conventions at a total cost of about \$2,000, and of the eleven mixed districts their conventions could be brought to, say, three hundred and fifty, total \$2,350. Add to this the salary of eighty-nine delegates at an average of \$100, and you have a total ELEVEN THOUSAND, TWO HUNDRED AND FIFTY, a difference in favor of District representation of \$11,500. These estimates are fairly liberal both ways, for the present system, they are the result of careful inquiry and a close inspection of conditions of each Lodge; while for the proposed plan the expenses of the district conventions are, I believe a liberal amount.

Now I want to draw the attention of our members to a few facts in connection with this plan which present themselves, that members will

argue against any change from our present plan I am well aware and the length and breadth of all their logic is that by this means, "every Lodge cannot have a delegate."

I want to ask, if every delegate at our conventions is a worker? How many Lodges send delegates to conventions who miss several sessions, who come into the sessions late, who never open their heads outside of the *dining room* and who don't know what's been done when they get home? Now, take this home to yourself, you who have been delegates. What good did you do the Order while drawing hard-earned money for such poor service? Answer it in your Lodge rooms in the same spirit of fairness in which it is asked. Does not the membership of this Order realize in the face of recent events the importance of saving every dollar of Lodge money? Think of it, you who may be refused admittance at Atlanta. How many dollars of your funds have been spent that your delegates may have a good time in days gone by? And to those who won't be in a like predicament, how many dollars could your Lodge have saved? Don't think that this question will blow over, or don't set it down as of no consequence, remember that the last convention compromised this very question by abolishing annual conventions.

Now let me call our Iowa brothers' attention to the union meeting at Marshalltown, some four years ago, when they *sat down hard* on district representation, because it might put too much power in the hands of Grand Lodge officers. I would like to know by what course of reasoning they arrived at any such conclusions? What possible chance is there for Grand Lodge officers to attain any more *power* through a less number than a greater number of delegates? True, they might bribe, buy or *buddle* a few men easier than many, but I am under the impression that none of our present officers are that badly stuck on place. One of the arguments used in Minneapolis in favor of the biennial conventions was, "That our conventions are already too large;" pray tell me how our present plan makes them any smaller?

As before stated, my second proposition proves itself without argument.

Now, coming again to our large gatherings, is there any member who can, of his own knowledge, say that they are not too large, and keep his conscience clear? You ask why? Because, first, too many want to occupy valuable time on the same subject, merely repeating or *rehashing* what some one else has said. Second, valuable time is lost in opening sessions, members getting down to business, etc. Third, and to me it seems the best reason, out of all these men a large number go to conventions simply to have a good time, caring little what legislation was had, voting as fancy led them, but never failing to vote in *favor of adjournment, receptions, excursions*, and the like. This is a fact and no man who has served as a delegate since the Terre Haute convention can truthfully deny it. I maintain that the cause needs the best talent, the hardest workers, the

bravest men in it to handle its affairs during the troublesome times that are coming in the near future. They day is not far off, when questions of national importance will present themselves at our conventions for deliberation and action. The welfare of thirty thousand men is at stake. Are you ready to jeopardize those interests in order that two hundred and fifty men may have a ——— good time and spend about TWELVE THOUSAND DOLLARS of your hard-earned money? I ain't!

The question of district representation is up for discussion and its friends don't propose to be shoved aside for some personal *quarrel*, nor silenced until the organization has a fair, square test on it at the polls. Fraternally yours,
Dirigo.

ATCHISON, KAN., April 10, 1888.

MR. EDITOR:—The following account of our recent ball is taken from the *Atchison Daily Patriot*: The eighth annual ball of Railroad Centre Lodge, No. 31, Brotherhood of Locomotive Firemen, was given at their hall, corner of Commercial and Third streets, last night. The interior was beautifully decorated with bunting, lanterns of all colors and emblems of the Order. A large locomotive bell was suspended from the ceiling at the east end of the hall, and it was tapped occasionally to lend enthusiasm to the scene. The attendance was large, and a splendid programme of twenty-six dances was rendered. The music was furnished by Phillip's full orchestra and was very fine. At 12 o'clock an hour's intermission was taken in order to give those who so desired an opportunity to eat supper. The success of the affair is largely due to the following named gentlemen, who were on the committees: Arrangements, C. H. Norris, M. A. Sullivan, J. C. Shafer, John O'Connor and F. A. Short; reception, M. Warner, T. C. Henry, H. P. Ming, Jake Verhoven and A. S. Bent; floor, W. D. Foster, S. S. Hammerick, F. A. Short, J. C. Shafer and M. A. Sullivan.

In addition to the above, I will say that Superintendent W. B. Doddridge attended and led the grand march; the letters "B. L. F." were formed during the march. The ball was a success financially, as well as socially, all saying they had enjoyed themselves beyond their expectations. Mr. R. H. Emerson, master mechanic, could not attend on account of his brother's sickness. We thank Mr. Doddridge and Mr. Emerson for the courtesies shown us, in the use of head-lights, lanterns, scoops, flags, etc.
C. H. N.

ALEXANDRIA, VA., March 21, 1888.

Editor Firemen's Magazine:

I have long been disappointed in looking for a communication in the *Magazine* from Belle Haven Lodge, No. 308. Letters well written, brief and pointed, serve a valuable purpose, as they help to keep all the Lodges in remembrance. It is gratifying to No. 308 to see Bros. E. B. Kemp, J. W. Hook, J. F. Cook, W. P. Garvin and G. W. Meeks on the right-hand side and doing well. The universal wish is that prosperity may attend them.
M. M. M.

"I'M A NUMBER ONE SCAB ENGINEER."*Ballad of the "Q" Strike.*

BY W. D. ROBINSON, SR.

"Yes, Kate, it is true, I'm a scab engineer,
 And they think I get very good pay;
 But nothing goes right, and, Katie, I fear
 This scab engineering will always seem queer;
 And unlike, as is darkness to day,
 From the happy old times when I made you
 my bride.
 Your remember Mark Bronson, who stood by
 my side,
 And all were so cheerful and gay?"

And when the boys met and elected me chief
 Of Division — no matter the name;
 These memories bring me but little relief,
 For my heart is now filled with little but grief,
 And a grief that is mingled with shame.
 How cheerily Mark and the rest grasped my
 hand!
 Think what I was then and where I now stand!
 Oh my soul with remorse is aflame!

But afflictions arose as the swift years passed
 And they came as a mighty wave;
 For the shadows of death o'er our threshold
 was cast.
 And our beautiful boy was gathered at last
 To the silence and gloom of the grave.
 Oh, the terrible wail of our helpless despair
 For the child, whom all earthly affection and
 care,
 Or skill was unable to save!

Oh Kate, how the Brotherhood clung to us
 then;
 And Mark was the first of them all!
 Dear old Mark, heaven knows, was the truest
 of men;
 He was first at our wedding, and managed all
 when
 We followed the funeral pall.
 Our next boy, now thirteen? yes we christened
 him Mark;
 And here comes the horror—one moment, Kate,
 hark!
 While I tell you the depth of my fall.

You know once on a time, for a frolic I had,
 I was suspended by the B. of L. E.;
 And I came very near going all to the bad,
 But when I saw you, Kate, growing weary and
 sad,
 I determined it never should be.
 Mark cheered me and said: 'Bob you're on the
 right track.'
 I was stubborn, and said I would never go back,
 And in future they'd do without me.

* * * * *

But our friend, Mark, soon went away some-
 where out west
 To better himself with a change;
 And though we had many friends left with the
 rest,
 Yet, you know that we always held him as the
 best;
 And without him the pathway seemed
 strange.
 What'er was afoot you'd find him in the lead;
 While the rest made the talk, he accomplished
 the deed;
 And Mark had it all to arrange.

Our boy Mark, to-day, as I finished my trip,
 And was looking my engine around,
 Came with reddening cheek and a trembling
 lip,
 And clutched my right hand with a terrible
 grip
 While he tearfully gazed on the ground.
 I questioned him gently the cause of his grief;
 But his quivering lip seemed to find no relief,
 Nor gave an articulate sound.

At length he said: Pap, as I came home to-day
 A lad asked what was my name.
 'Mark Bronson DeWitt,' I answered straight-
 way.

And I shouted it forth as promptly and gay,
 As 'twere one of both honor and fame.
 'Does your pap run an engine?' I proudly
 said 'yes.'

And what he replied fills my heart with dis-
 tress,
 With deep indignation and shame.

For he said: 'you're the son of a scab engineer.
 He's on Mark Bronson's engine to-day.'
 'If this be true father pray let us leave here.,
 'Tis not for your courage or safety I fear;
 But is it for you the right way?
 How often you've talked of Mark Bronson
 your friend!
 For such action as this is there ought to defend?
 Or for you at the last will it pay?

'Can you hope to outlive the name of a scab?
 Won't it follow wherever we go?
 There's the world's busy tongue the odium to
 blab;

Though I'm but a boy it comes like a stab;
 And to me it's an undeserved blow.
 So before it's too late, let us right about face,
 And with courage and honor in some distant
 place

Accept of what fate may bestow.'

So I've hunted up Mark, (had no thought he
 was here.)

And he grasped for my hand as of yore.
 'How's Kate and the boy? It's many a year
 Since I saw Bob DeWitt; and it all seems so
 queer,

But I'm real glad to meet you once more;
 Though I can't help but think, Bob, you're on
 the wrong track;
 If you're the same as of old you'll surely turn
 back

And leave us to settle the score.'

'And now Katie, I'm done!' "Well Robert,
 you're right;
 I'm rejoiced you've determined that way;
 For we're told that the gloomiest moments of
 night

Is the hour which precedes the outbreak of
 light.
 Ere the great orb of life comes forth in his
 night.

And rules all the beautiful day."
 "Then I find, Kate, these men only ask what is
 fair.

So I'll find employment somehow or some-
 where;

But wherever I go I'll act on the square.

For I find it's the only right way."

* * * * *

By labor the granaries of the world are filled,
 And the marts of commerce and trade.
 Of what use were design without labor to build
 The loftiest spire which the sunset doth gild;
 Or the lowliest cot in the shade,
 Where the artisans dwell in their poor squalid
 homes

Without whose strong arms earth's magnifi-
 cent domes.

In their grandeur could never be made.

But centralized wealth has a fiendish delight
 To see labor its fellow betray;
 But let them remember we've passed through
 the night,

And found that disunion is mildew and blight;
 Through long weary years we've been learning
 the right.

And darkness is turning to-day.
 The light has revealed to the workingman's
 mind.

His anchor of hope and safety combined
 Lies in *federate numbers*, leaving discord behind;
 This brings arbitration and then we shall find
 The daylight is coming to stay.

VINCENNES, IND., May, 1888.

Let Common Sense Prevail.

MR. EDITOR:—I was very highly pleased with your article in the April number of the *Magazine*, entitled "Federation the Lesson of the Great Strike." It expresses to a letter that which has been my opinion since long before I joined the B. of L. F. It is merely a repetition of that old and well worn, but none the less true adage, that "United we stand, divided we fall." I claim that in the first place, the fallacy of the conservative policy of these two "great Brotherhoods," has been more than amply proven. It has been shown to a certainty, that the refusal of the engineers and firemen to continue in the company's service, does not tie up the road, nor bring corporate pride and power to a realizing sense of its flagrant injustice to its faithful, hard-working employees, *while there are enough men left in the company's service, who know the road and the various yards, junctions, system of signals, method of running trains, etc., to pilot the new men over the road and help them out in a hundred and one ways, so well known to the experienced railroad man.*

Furthermore, as long as there is no unity of feeling and sympathy between the various branches or departments of railroad workers, there will always be more or less petty jealousy and spite entertained by the members of the different organizations toward one another, which, although they may not be endorsed by the organizations themselves, are very apt to find vent in times like the present, which afford such a splendid opportunity for "paying off old scores."

Nothing of this kind, however, could happen, if a perfect alliance offensive and defensive existed whereby an "injury to one would be the concern of all."

I maintain that as we are at present situated, the firemen are the most helpless of all railroad workers, for, unless the Engineers have a grievance in the presentation of which they wish for the cooperation of the "Firemen," we know not where to look for friends or backers, for, who ever heard of engineers taking up the firemen's fight except merely as a condition to the firemen standing by them in their hour of need? On the contrary, they are much more apt to tell the fireman that he is "better off to-day than they were when they fired;" that "he has more pay, less work," and the Lord knows how many other luxuries and indulgences that were unknown to firemen in their time; and if we "know when we are well off we had better keep our mouths shut."

That's all right! I admit that we are better off than they were, and why shouldn't we be? has not the world progressed in the last twenty years? Are we to be denied the benefits arising from such progression? Furthermore, without any conceit or vanity whatever, I dare aver that the men at present firing locomotives are a more intelligent and a better educated class than were those of twenty years ago; we have had that great educator, our noble Brotherhood which they had not; we live and learn in a much more progressive age than they did, and we propose to

keep up with the procession and show that we are not bound by the old conservative ties that had their origin probably, in the belief that the Brotherhood was invincible, for to quote from P. M. Arthur, "We are sufficient unto ourselves." This selfish theory having been exploded, we should like sensible men grapple with this new phase of the problem, and debate this question thoroughly in our Lodges and instruct our delegates to the next convention to make such a federation the chief business of the convention. Let the B. of L. E. please themselves. We are an independent organization with the power and privilege of making such alliances as we see fit, and as we are composed of young, wide-awake and progressive members, I think we should lead off in this movement, and I have no doubt but that if we do the B. of L. E. will come knocking at the door of the great Federation, and ask for admission on terms of simple equality.

Now, Mr. Editor, while no doubt the mechanical conundrums of our veteran contributors is more or less interesting reading, I should very much like to see the bona fide FIREMEN, the men who are to-day pouring out their sweat at the fire-box door, take up and discuss such questions as these, the live issues of the day, questions in which we are all vitally interested, and the agitation of which are of far more importance to the organization at large than the discussion of the style of lever formed by the crank pin and axle. What we want is to construct a lever that shall increase our power as a labor organization and demonstrate to our members that when they pay in the dollars which many of them can so ill afford, that they are contributing to the support of an organization that *can* fight their battles if it comes to that. I remain

Yours fraternally,

Patsy, Poke the Fire.

GARRETT, IND., May 23, 1888.

Editor Locomotive Firemen's Magazine:

On the 15th of this month Garfield Lodge, No. 203, gave a ball at Defiance, Ohio, in which the city fire department took an active part, and helped us greatly. The reception committee and floor managers were of the fire department. The ball was gotten up to help us in our special assessments, and we feel grateful to the following named gentlemen: M. J. Rourke, H. McNalley, J. Maranda, Louis Spring, J. C. Diehl, P. F. Sebel, E. Dicus, W. Givens and N. Maranda. We can heartily say to those gentlemen you have our best wishes and your kindness will not be forgotten by 203. Also we wish to thank our Superintendent Mr. Britton, and our Train Master Mr. Coffinbury for their kindness in furnishing us free transportation to Defiance and return. Also our Master Mechanic for his kindness to us. Again let me say the B. & O. has the best officers to their men of any road in the country. No. 203 is in line and comes to the front with their dues and assessments on time. Also, let me say there is no Q. here.

T. Cunningham, Master of No. 203.

For the Firemen's Magazine:

THE TRIP I SHOULD LIKE TO TAKE.

Some time I should like to go away,
Far over the Rocky Mountains,
Where the rainbows dance on the silvery spray,
Of California's fountains
Of pleasant days I could spend a few
In the Colorado cañon
To form acquaintances anew
With nature, my companion.
In the rocks below, in the trees above,
In the brooklet and the river,
I could read and know that God is love,
And of all good things the giver.

I would wander on to Oregon
To visit a loving sister,
And talk of the days that are past and gone,
And tell her how we have missed her.
I would like to go to the Yellowstone,
And witness the giant geyser—
To see its grandure there alone
Would make one better, wiser;
For, in the roar of the hissing steam
As it issues from its crater,
I could there learn more of the boundless theme
Of a kind and wise Creator.

From there I would go to the great Black Hills,
Across the plains of Dakota,
And take a stroll by the rippling rills
And lakes of Minnesota.
I would sit on Lake Itasca's shore
Where the Mississippi rises;
And Minnehaha's laughing roar
Would fill me with glad surprises.
I would journey then to a sunnier clime
Mid Florida's blooming bowers
There to see again God's work sublime
In the beautiful fragrant flowers.

And then a little cruise I'd take
Along the Atlantic Ocean
To where the earth, with a powerful quake,
Set Charleston in wild commotion.
I would still continue on my way
Through the Shenandoah valley,
Where the boys in blue and the boys in gray
Would waver again to rally,
Until I would reach Niagara Falls,
And there I would learn and wonder;
For God can teach in a voice that calls
From the cataract's deafening thunder.

I would not ask for a Pullman car
Nor even the chairs reclining;
For mine is a disposition far
More sociable and resigning:
But give me a place on the firemen's seat,
For I think the Great Instructor
Would as soon an honest fireman greet
As a uniformed conductor.
And I learn of Him wherever I am
That I am my brother's keeper,
That Harry or Jim is as good as Sam,
Though found in a cab or a sleeper.

—Geo. W. Hall.

STANBERRY, Mo., May 7, 1888.

COLLINWOOD, OHIO, April 8, 1888.

Editor Locomotive Firemen's Magazine:

I want to give the boys of Lake Shore Lodge some advice, and with your permission, I will avail myself of the columns of the *Magazine*.

Boys, if ever your wives, sisters or sweet-hearts, ask you any questions relative to the condition of the Lodge, just lay aside all other thoughts, and give them a full account of our advancement and prosperity. You ask my reasons for giving this advice: In answer, I will give you a chapter from my experiences. A few evenings since, I was thinking about the Lodge, and how nicely we were getting along and I

thought how nice it would be if only some one would write a few kindly words of encouragement to the boys, and have them printed in the *Magazine*. Just then a happy thought struck me, and I hastened to take the pail from my wife's hand, get the water, fill the stoves, etc. I then told my wife she had the prettiest black eyes in town, and that she looked younger every day, and concluded by asking her if she did not want a new dress next fall. She made me no answer, but looked meditatively into the fire. I thought now is my time, so I said, "Josephine, won't you invite a few kind words in appreciation of our Lodge, to the *Magazine*?" She looked up and said "Buckeye, I did intend to do that very thing, but I asked you one evening how the Lodge got along and your reply was, "It rides a goat." Now, as I had never been initiated, I could not determine whether No. 183 was progressing or going backwards, consequently I decided to say nothing about it. By the time she had finished, I was deeply interested in an article in the newspaper. In fact, I was so engrossed that I did not observe that I had the paper upside down, until she called my attention to it. Boys, I have never said a word to her about writing since, and do not think I shall, as those black eyes are not so pretty when they snap. But as I have my hand in now, I will mention a few of the facilities of No. 183, as I do not think there is another Lodge in the country better equipped. First, we are the possessors of a good-sized dancing *Hall*. A good *Shepard* can always be found with the flock, *Or* in extreme cases by inserting a little more gravity in the countenance, and a *Y* in the name of a member, we can produce a veritable *Holyman*. We can always furnish flour, as we keep a *Miller*. In carving we cannot be excelled, as we have a man who has been a *Carver*, over twenty-five years. Our favorite fish is *Pike*. At our meetings there is always a *Rush* to get *Wade*, and we usually anticipate an interesting *Story*, or a short *Carroll*. Our colors are *Brown* and *Gray*. And if you wish a disguise we can lend you a *Beard*, at any time. We always have *Guinea*s, but for all that a *Mecker* crowd you never met. We have only one *Freeman*, but ladies he is worth coming a long ways to catch. Now, if I have *Shotten* wide of the mark, in writing such a long piece, I beg that you will pardon a

Buckeye.

ST. THOMAS, ONT., May 6, 1888.

MR. EDITOR:—The sixth annual ball and supper of Charity Lodge, No. 5, B. of L. F., was held at the Grand Central Hall on April 11, 1888, there being about one hundred and seventy-five couple present. Music was furnished by Dayton's orchestra, of London. Great praise was given to the Brothers of the respective committees for their able management of making this ball such a grand success. Dancing was kept up until morning when all returned home feeling that they had had a most enjoyable time.

I remain yours fraternally,

An Old Fireman.

MEDICINE HAT, April 15, 1888.

MR. EDITOR:—Seeing that none of the brothers will take up their pen to say a few words in behalf of Cascade Lodge, No. 342, which is in the flourishing little town of Medicine Hat, I thought I would start the ball rolling. Some of our sister Lodges in the east, have the advantage of us, as I often see a few lines in their behalf, from some young lady, but I am sorry to say that is all we need here. Our Lodge is in a very fair way. We have eighteen members on our rolls, and five more to ride the goat, of which some have a great dread; as Bro. Green said, "give us a show." I see some of the brothers are finding out where the girls have been hiding, as I hear Bro. Wallis (who handles the scoop on engine 99) is soon to be married. It must be so, as he got ahead of Bro. Dobbin in making a bargain for a house and furniture. That is right Bro. Wallis. You will find that the others will follow your example, at least that is what Bro. Hawthorne says. He is only waiting for some one to break the ice. I also hear it whispered around that Bros. J. Rutherford and J. McNeillie contemplate house-keeping, if our brother on the 99 finds it a success. We cannot place much confidence in Bro. Walker, as he has fooled us several times by renting houses and buying furniture. It was too bad for the boys to tell the ladies of Swift Current that he was married, as he cannot enjoy himself so well now. Bro. C. Leary tries hard to stand in with some of the fair sex of Swift Current, but Bro. Anderson, who they say is going to leave off firing and go into the laundry business, always steps in the way, but Con says he will get ahead of him yet, as he can talk the two talks. We are all glad to see Bro. Lowe, our worthy Master, on the right hand side of engine 153, and we wish him success. I think before another year some more of the boys will find the same side. All the boys are doing well and making big time. I must not take up any more of your valuable paper. Hoping some one else will write a few lines soon, I remain yours truly,

Smoke Stack.

SOMERSET, KY., May 28, 1888.

Editor Firemen's Magazine:

At a meeting of Morgan Crane Lodge, No. 367, held May 15th, a committee was appointed to prepare resolutions of sympathy with the brothers engaged in the great struggle on the C. B. & Q. system, as also to the grand officers of the Brotherhood for their prudent policy in managing the trouble so far. I feel that nothing has been left undone by our grand officers that could have been done, and I can't help but think that this battle will be our gain. While our assessments have been heavy, I believe that every dollar that has been given by Morgan Crane Lodge, No. 367, has been given cheerfully, and I further say if such troubles as that on the C. B. & Q., are to be our future lot, let them come like storms and be over at once. At this writing everything is peace and harmony between the employes and officers on the C. N. O. and T. P. Ry. The men in every

capacity seem to be working for the interests of the companies, and the very best feeling exists between them. I hope by the time this goes to press, that all existing troubles will be ended and that everything will be bright on the C. B. & Q., but not until the boys have received the standard rate of pay. Hold on, boys, until the leaves fall, unless you can receive the pay demanded. Never give up. My assessments will be cheerfully given every month to support you in this trouble until you do get your demands. Would that I were able to give money, more than my assessments, but I have a large family, and to do justice to them and my creditors, it would be almost impossible for me to give more, but I will meet the assessments promptly. Hoping that the grand officers and brothers of the Burlington strike may realize that they have the sympathy of not only Morgan Crane Lodge, No. 367, but the entire Brotherhood, I am truly,

Sympathizer.

BUFFALO, N. Y., May 14, 1888.

MR. EDITOR:—I read with interest the remarks of our Brother from 221, in relation to hiring engineers. I am not much surprised at the feeling shown by men who have been in the employ of a road for from five to fifteen years, but a little explanation should convert them, and show them that the policy of the Grand Lodge on this point is the only correct one and is also the policy of a majority of the members of the Order. But since the Brother chooses to deal with individual roads I will also do so. We will take the West Shore Road as an example. Here is a road which makes its own engineers and a man is promoted from freight to passenger and then to running as soon as possible, but *now* comes the hitch; there are three grades of pay for engineers, and after running two years and, when within reach of his \$3.50, he is upon the slightest pretext, completely "knocked out."

Now, my Brother, I am on the N. Y. Central. Men on the main line fire from three to five years, and if you choose to take an easy position you can fire a switch engine for ten or fifteen years, and then be an engineer; very often the case, good for nothing on the road. However, many of these men want nothing else, and at all events *they have a position* and are not discharged, for the smallest accident. For my part I prefer the Central to the West Shore *for future prospects*, and I have had a chance to go on either. More than this, the very men now employed on the West Shore are for the most part against this system, for they see that while advancement is quick, when they have reached the goal for which they have been working their "death," as it were, is near.

Let not the B. of L. F. ever uphold the *entire* promotion of firemen while classification of engineer's salary is in vogue, and after this is abolished as it *must be* at any cost, nature will take her own course and the country will not be overrun with engineers if firemen are required to shovel coal a year or so longer.

N. Y. C

SAYRE, PA., April 16, 1888.

Editor Magazine:

I would like to become acquainted with some of the numerous contributors to our *Magazine*, and as the only way to do so seems to be to walk up to the front and make my bow. I have come to the conclusion to do so, and here I am in behalf of No. 379. I would like to offer thanks to the brothers of No. 242 who so ably assisted our worthy Grand Vice Master, on the evening of January 29, 1888, to organize this Lodge, and who, since that time, have looked after our welfare, coming to see us on another occasion, Bro. Bartholomew, their trusty Receiver, bringing lunch with him so as to save us the expense of buying their dinners, for all of which we are very grateful. We also appreciate the kind and considerate treatment which we received while attending their second annual ball held at Bundy Hall, Elmira, N. Y., Tuesday evening, April 10, 1888, which we were pleased to note was an immense success. The members of No. 379 who were present unite in saying that anything under the efficient management of No. 242 cannot fail to be otherwise. Bro. Chas. Burroughs, the Secretary of No. 379, had the misfortune to lose his little daughter by scarlet fever a short time since. His wife is very ill at present, but we hope to see her recover soon. Bro. Burroughs has our heartfelt sympathy in his bereavement.

I take great interest in reading the compositions of those brothers who try to give the Brotherhood at large the benefit of their wide and varied experience with the hope that they may assist some brother to surmount some of the many obstacles which are as stumbling blocks in their road to success. I am glad to be able to call such unselfish and charitable men by the sacred name of Brother, and I hope to earn the right to be regarded in the same light by the thousands of nature's noblemen who claim membership in our noble Order, whose aims are to assist and elevate its members, both morally and intellectually. I am pleased to note that such men as those subscribing themselves "Eccentric Strap," "Vulcan," "Link Block," "Poly-," "Vacuum," etc., are willing to give us all the benefit of the knowledge acquired by them by patient study and close observation. With few exceptions they advance good, sensible arguments, which it would be well for your readers to thoroughly digest before passing over. I agree with "Reliable" and J. E. Kline in condemning the position taken by Bro. Levi Yetter, in regard to total disability, and think such sentiments should not prevail. I am personally acquainted with Bro. Yetter for many years back, and am surprised to see him advance such an argument, but I hope the boys will be able to show him the error of his ways.

Bro. W. E. Preston is passing around the elgars profusely. It is a boy, and being his first effort in that direction he says it surpasses his wildest anticipations, and judging from the smiles which wreath his handsome countenance we believe he has drawn a prize. Our trusty Collector,

W. J. Stewert, greets the boys with a broad smile; another boy. Bro. J. C. McNemie, is happy. Cause, a boy. More on the anxious seat. We await developments.

With many thanks to Grand Master Sargent and Grand Vice Master Hannahan for favors extended to Weaver Lodge, No. 379, I am

Yours truly, *Third Rail.*

DERRY STATION, PA., May 30, 1888.

Editor Locomotive Firemen's Magazine:

One of the happy events, that make life worth living, was the visit of Vice Grand Master Hannahan, to the boys of Chestnut Ridge Lodge, Derry, Pa. Mr. Hannahan had been called to Conemaugh, Pa., for the purpose of organizing a Lodge in that place, and succeeded in finding time to visit the boys of 310. In the evening the B. of L. E. and B. of L. F. held a pleasant union meeting and afterward the B. of L. F. held a meeting of their own exclusively. Mr. Hannahan expressed genuine satisfaction, and in a few pleasant remarks, commended the boys for the praiseworthy and successful manner in which they have conducted their Lodge, since its organization in 1888. Kindly words, that will ever be remembered with gratitude by the boys of Derry. May the Lord bless and prosper these noble Orders all over our land, until the great union meeting of the Grand Lodge above, where the elements of brotherly love and kindness, meet and mingle for all time. *Headlight.*

THE NOBLE 42.

I am an engine driver, and the best upon the line,
There is no engine on the road that can come up to mine.

You may talk about your forty-one and your
other engines, too,
But no engine on the road can beat the noble
forty-two.

My engine she's a beauty, her color's almost black,
She's got a nicely painted cab, and a gaudy sun-
burned stack.

You've only got to whistle, then I know just
what to do;
I am standing then in readiness with the noble
forty-two.

I took my engine out one day and she was clean
and grand.

The brakeman he stood out behind, as we
passed the R. S. band,
Then it was myself got frightened, for away the
engine flew,
And loud above the band was heard the exhaust
of forty-two.

I thought my engine fast enough to run in any
race—

I took her to the station and backed her for a
place,
The signal it was given, and away the engines
flew.

But the first one in the latter end was the noble
forty-two.

Always content, I never speak an angry word to
"shocks."

I always give her lots of wood, when coming to
the rocks,
And if she kicks the bucket, I tell you what I'll
do.

I'll lay right down and die beside my noble
forty-two.

—J. Barnes.

RAT PORTAGE, March 22, 1888.

A NATAL DAY.

[Lines read at the birthday anniversary of Mrs. Kate Debs, April 18, 1888, by Col. J. B. Maynard.]

Only a natal day,
And yet I ween,
On that natal day
When Kate was born,
When the trees and fields
Were decked in green,
And arrows of light
Lit up the morn,
And the lark was singing its roundelay,
And the brooks went laughing on their way,
Beneath the gemmed, cerulean sky,
No song was sweeter on that day,
Than the happy mother's lullaby.

The days sped on,
The baby grew,
The arrows of death
Went hurtling by,
And well it is
For me and you,
That the smile on its lip,
And the light in its eye,
Did not attract
The grim archer's eye.
For though he loves
A shining mark,
And is the mate
Of relentless fate
And loves to make bright homes dark,
An angel watched o'er baby Kate.

The days, the months,
The years went by,
And baby Kate
As bright as good,
With smiling face,
And sparkling eye,
Blushed into
Charming womanhood.

 * * * * *
Tis the joyous month of rosy June,
There's chiming bells, list to the tune,—
The melodies Æolus sings,
When evening zephyrs sweep the strings,
Of his viewless harp, never tells
Such loving tales as marriage bells.
Twas ever thus;
It was so when
Our genial host,
The best of men,
In all the wealth
Of manhood's pride,
Stood at the altar
With Kate for his bride.

And we, the guests
Of Kate and 'Gene,
With loving hearts
Devoutly pray
That life to them
May be serene,
One long, happy wedding day,
One long, blessed honeymoon.
To Kate and 'Gene, the bride and groom,
Whose hearts beat time
To the chiming rhyme
Of wedding bells
In the month of June:—
And, however winds may blow,
However tides may ebb and flow,
May natal days still come and go,
Come with friends
And friendships of the soul,
True as magnets to the pole.

WHISTLER, ALA., May 29, 1888.

MR. EDITOR:—The union depot at Mobile was alive with the merriment of thousands on last Wednesday morning the 23d inst., who had assembled to attend the B. of L. E. excursion, given by Mobile, (Ala.) Lodge No. 140, to Bay St. Louis, Miss. At 9 o'clock the train made a move, with our gallant engineer, Mr. Harry Minto, at the

throttle. How all enjoyed the ride I can not well say, but after arriving at our destination we did enjoy a good wash hugely. You may bet the engineers were out in full bloom, particularly the two with linen dusters and white caps. All they needed to make them look more gorgeous was a big sunflower. Well, after making our-elves presentable we felt rather hungry so we thought it time to see what the lunch basket contained. By the time our cloths were spread under a willow tree on the beach, and all the goodies arranged, we felt very proud, and only wished P. M. Arthur, our Grand Chief, could partake with us, but all did it justice, if we didn't say grace.

There was an appropriate pavilion erected on the grounds of the Crescent Hotel, and as the Mobile band was in attendance and was playing the latest dances, all had an opportunity to exhibit their accomplishments, while some were sight-seeing and boating. The engineers may well feel proud of their second annual excursion, as Bay St. Louis is said by many to be the loveliest summer resort on the L. & N. R. R. Everything passed off smoothly and pleasantly. About 6:30 the day's jollification closed with the time-honored waltz, entitled "Home, Sweet Home." After bidding old and new friends good bye we boarded the home bound train with pleasant memories of the most enjoyable time spent in our life.

Many thanks were returned to officers and brothers, and the kind ladies, Mrs. Jos. Smith, Mrs. Jas. Carter and Mrs. T. Clark for their kindness in the refreshment car, from which a handsome sum was realized.

I must really tell how one of our young men friends treated us. I'll just mention his name, Mr. Willie Punched, as he had a horrid chill during our trip will have compassion on him. Nevertheless, I cannot defer the joke. He, wishing to display his whole-souled generosity to the young ladies, asked, of course, what refreshments they would take, and on being told "Nothing at present," started off at full speed and quickly returned with—must I tell? Yes, for what's once begun must always be done. I will proceed—six bottles and glasses. We were all struck, but emptied them all the same, if it was only ice soda water. Come again, Willie.

Please remember, Misses Claudia S. and Corenna R., next time you attend a Brotherhood picnic do not mistake coal dust in ice cream for nutmeg. Never forget, all is first-class there.

Before bidding adieu we must give no little thanks to the Committee, Messrs. Neno, Smith, Collins and Carter, for favors received. I hope you will take all in (I mean this letter); do not cut it.

Hoping all may meet again many, many times, I'll put the damper on, as I genererally have the *cacoches loquendi*, especially where the of B. of L. E. is concerned. Will conclude with a heart full of good wishes for our noble men and grand order, I still remain your old friend,

F. R.

WADSWORTH, NEVADA, May 5, 1888.

Editor Locomotive Firemen's Magazine:

I have been waiting a long time to read a communication in our *Magazine* from some of our members more directly interested than myself, only to be disappointed. Therefore I will, in my feeble way, attempt to give you something of an idea how we of 19, are progressing, also of changes that have lately occurred. I would first inform you that our worthy Brother Ernest Christian, has married one of Carson City's fairest daughters, and all wish his life may be a happy one. Neither has he been unmindful of the usual custom; for we would acknowledge the receipt of a box of fine cigars, for which he has received our thanks and congratulations.

Many changes have been effected of late. Humboldt Division has been restored and all are well pleased, as they do not now have so many long runs or lay outs; have five crews on passenger run between Winnemucca and Truckee. The conductors are Derbyshire, Coats, Duff, Willis and Clark. Several of our boys are now on the main line and on the "right" side. John Cronan pulls the 79 on the hill run, also Harmer and Harry Houston on the same run. Billy Painter has had the big 70 for nearly a year and always gets there. Our worthy Brother Arthur, has the Pusher from "Gorse hill." Frank Peterson runs the Pusher between Hot Springs and White Plains, together with his worthy associate, L. A. Young. Bros. Dorsey and Hampton are on Desert run, and Bro. Johnson is day hostler here, and Bro. Rulitt cares for the horses at night. I would say that all are doing good work. Our Lodge business has been impeded of late because of being unable to command a quorum, but hope to soon be on our feet again and everything be attended to promptly.

With kindest regards to all, shall hope to remain yours in B. L.

One of You.

POCATELLO, IDAHO, May 8, 1888.

Editor Magazine:

DEAR SIR:—In reading the May *Magazine* I notice what I think is a current of censure against the "Woman's Department." Now I am a single man, almost "foot loose and fancy free," and am not in love with all the female sex, but think that those who are kicking against the efforts of the ladies to say something through the columns of our *Magazine* to encourage the boys would do better by keeping their mouths shut. We have many men in our Order who have wives and sisters and mothers who could write many articles of encouragement but will not, because they know that many of the boys are opposed to it.

In reading the article by Mrs. Irv. C. Ackerman, I note her idea on the temperance question, and think she is right, for if men can find that their home is more pleasant than the saloon, there is where they will be found when off duty, but it is lonesome for a man to sit by himself with nothing to do and a cheerless fireside to sit by. Mothers and wives could make their homes cheerful and keep their boys and hus-

bands home nights. And, girls, you can do much to win back from the ways of sin those boys who are away from home and mothers, by making your home a place where they can have a quiet evening's chat, and after you have won them back they may—well, who knows but what all these notices I see of the boys who are going to housekeeping are the fruits of the labor of the kind of which I speak? Experience teaches, and I know that there is much more real pleasure in playing a game whist or euchre with some of your lady friends in a cosy parlor or sitting room than there is in playing a little "two calls five" for your hard-earned dollars, or "seven-up" or freeze-out" for the drinks.

"Irene" says "Boys are the nicest little animals in the world." Now, that is not right. I think the editor should have suppressed the word "little," for "Irene" no doubt thinks in her heart of hearts that the big boys are as nice as the little ones, but she may be bashful and not want to say so, and it may be that she has a "big boy" who would enter a protest against her making a pet of the "big boys," but that need not prevent her having many warm friends among them.

Now, boys of the scoop, remember the girl that lives in a certain house somewhere along your route, and also remember how you work to get the old mill howling when you come near her home so you can have time to ring the bell and wave your cap at her. You do not think it a nuisance for her to answer your salute as you go by, and you ought to appreciate the efforts of those who wave at you through the columns of our *Magazine*. With regards to all the ladies I will subscribe myself

Yours truly,
Jim Dooly.

FT. HOWARD, WIS., April 21, 1888.

Editor Firemen's Magazine:

The fourth annual ball of Baldwin, Lodge No. 188, Brotherhood of Locomotive Firemen, occurred at Turner Hall, Friday evening, April 6th, and was a grand success in every respect, as it was anticipated it would be. The hall was appropriately decorated and presented a very attractive appearance. On both sides were placed headlights, and one in the rear of the hall, and on both sides were placed white and green lanterns. Our chart was placed in the center of the stage, and on each side green and white lanterns. The attendance was large, but the floor was so excellently managed that the dancers (of whom there were about 300 couples) suffered no inconvenience from over-crowding. It was in all a very pleasurable affair, and creditable alike to all having anything to do with the management. We extend our heartfelt thanks to the many officers of our several roads for courtesies shown us, and to the ladies for their many labors performed, and especially to Mrs. H. L. Nichols for the work she done on our badges, programmes and banner. It was pronounced by leading society people of Green Bay to be the finest affair of the kind ever held in the city.

Yours truly,
D. E. Hogan.

TOJ. J. HANNAHAN,
On the Death of His Boy.

My friend, the tide of human woe
Keeps ever on its ceaseless flow.
We know not when, we know not how
Beneath its surges we must bow;
The heart may bound with joy to-day,
To-morrow grief holds dreadful sway;
"Twice ever thus, 'twill ever be,
While navigating life's rough sea.
I learned to love your noble boy—
A father's hope, a mother's joy—
I looked upon him as a prize
That Heaven sent you from the skies,
A manly lad, to bloom and blow,
To fill you with paternal glow
Of honest pride, for in his face
I could a noble lineage trace.
Bene Nature, with a lavish hand,
Made manly traits with speed expand,
But Heaven, to replace a star,
Transferred to realms of space afar,
Selected him from millions here
To shine in the celestial sphere.
I fain would soothe your plaintive grief,
And give your stricken heart relief,
If words of mine, flung on the page,
Could grief as sad as yours assuage;
But words are merely empty air,
And grief like yours so few can share,
Until the dreadful pangs they feel
Of such bereavement, then they reel,
And fall prostrated on the sod,
With anguished hearts before their God.

Look up, my friend, through tear-dimmed eyes
To him who reigns beyond the skies!
Soar up, from out this vale of tears,
In mind, amid the starry spheres!
And there you'll see a vision bright,
Resplendent in celestial light,
A cherub's form you'll surely trace,
The nearest to the throne of grace,
With angel wings, Jehovah's joy,
Your dear, departed, darling boy.

—Shandy Maguire.

ELMIRA, N. Y., April 24, 1888.

Editor *Locomotive Firemen's Magazine*:

I wish to convey my thanks to the editors for the able manner in which they have placed our *Magazine* at the head of all labor periodicals. It has become of late a very welcome friend as well as valuable instructor to me in its various departments, and especially so in the Mechanical Department. In making this statement for myself I but voice the sentiments of the seventy-five members of Wheaton Lodge, No. 242.

Our members are very proud of the new regalia which we have just bought at an expense of \$100. They are very fine. I am glad to say that our members all take a great interest in our Lodge, our average attendance being about thirty-five. Bros. Coleman, Cary, Price, Cantlin, Finley, Carpenter, McDonald, Keane and Quigley are on the right side and doing well.

Bro. Pierce has proved himself a traitor to his bachelor friends by becoming a Benedict, but then we will forgive him, as the temptation was great.

On April 10th we gave our second annual ball in the largest hall in the city, which was a brilliant success. The *Elmira Telegram*, in its notice of the occasion, says:

It is safe to say that the second annual ball of Wheaton Lodge No. 242, Brotherhood of Locomo-

tive Firemen, held at Bundy hall last Tuesday evening, was the largest ever held in that hall. At 8:30 the dancers began to assemble, and by 9 o'clock there was scarcely room to get around in that spacious room, and at 9:15, when the grand march was started, it was hard to find room in line. There were railroad men present from Great Bend, Susquehanna, Port Jervis, Binghamton, Waverly, Sayre and many other places. It is said that the Brotherhood reaped a large sum of money. The grand march was led by Florence Feeney and sister, and was a pretty one, the figures being difficult ones, and they are deserving of many compliments for the manner in which it was carried out. Supper was served at Hummel's place, Lake street, and Casady's orchestra of five pieces furnished music to dance by. The following railroad men, members of Wheaton Lodge, conducted the affair. Committee of arrangements, Charles Barker, N. L. Staples, W. I. Drake, J. Flynn, B. F. Doolittle, D. Keefe, E. Smith. Invitation committee, C. H. Leonard, J. J. Hughes, S. Hungerford, H. G. Higgins, A. G. Atwood, E. J. Jones, T. E. Robinson. Reception committee, J. H. Bartholomew, J. Finley, Jr., J. Morgan, C. H. Price, M. C. Ward. M. Cantlin, Thomas Bahar. Floor committee, J. B. Carpenter, director; aids, W. M. Bacon, T. Feeney, T. W. Oatts, A. G. Carpenter, M. J. Keane, C. M. Paul, A. Flynn, B. Hartnett, G. Mattee, H. Meeker, T. Durant.

The hall was splendidly decorated with flags of all nations, thirty-four in all, and the effect was of a character to excite unqualified admiration.

W. I. Drake.

VICKSBURG, MISS., May 26, 1888.

Editor *Magazine*.

DEAR SIR:—Anderson Lodge, No. 278, B. of L. F., gave their first annual ball on May 18th, and it was well patronized by the citizens of Vicksburg. We wish to tender our thanks to Mrs. Herman, Miss Mary Smith and Miss Lizzie Welsh for the good things they presented the Lodge in helping to arrange the supper. The hall was decorated with flowers and flags, and an arch with coal pick and shovel representing the men who handle them, also a train of cars in a circle on a large cake that was placed in the center of a table. Everybody enjoyed themselves hugely. The evening was well spent, and passed off without any dissatisfaction. Bros. T. L. McDaniels had a large scarlet badge presented him by Mrs. Belden, very neatly lettered "Floor Manager." The members of Anderson Lodge No. 278, deserve credit in showing themselves equal to the emergency and inaugurating in splendid style their first ball which proved such a grand success. Please publish in the *Magazine*.

Very respectfully,

J. B.

AS YOU LIKE IT.

How sweet in the spring time to sit 'mid the
bowers,
With blossoms caressing my cheek;
While I pore o'er these pages for hours and
hours,
As for each fav'rite writer I seek.

But why sigh for the kisses of bloom? you inquire,
While Alice, O! darling! is near,
Or when shooting rhyme's rapid with Mrs. Ma-
guire,
While Shandy goes off "on his ear."

"Friar Tuck."

CHILLICOTHE, MO., May 20, 1888.

TO SHANDY MAGUIRE.

Many thanks to thee, Shandy Maguire,
For the songs thou hast sung in our praise,
And many more years may your lyre,
Give voice to thy soul thrilling lays.

In the *Engineers Journal* oft times,
(For there thou art best known to fame)
I have eagerly looked for the rhymes,
That I knew would appear with thy name.

But long time I thought that the fount,
From which thy bright fancies doth flow,
Was fed by the streams from the mount
Of Parnassus alone—now I know

That though engineer—poet thou be,
Thou art greater than either—a man
From pride and prejudice free,
That is, “built on the broad-gauge plan.”

Then here's to thee, Shandy Maguire,
Long and brilliant be thy career,
May the number that read and admire
Thy songs, increase with each year.

GOLDEN EAGLE LODGE, No. 78.

—Andy.

Sixty Miles an Hour.

There was a time—not many years ago—when steam and steam engines were looked upon as fables, the creatures of crazy men's brains, unrealities that would never come to any good use; and for years the sturdy, stalwart men who were cleverer than their fellows, the Stephensons, the Wattses, the Trevethicks, men who saw of what steam was capable, had to battle against public opinion and public prejudice. But, like all that is true, the steam engine conquered at last, and in spite of dismal prophecies that corn stacks would be burned with fire from the engine, that horses would become extinct in the country, or that the weight of the engine would prevent it moving, the locomotive engine, the steam power of the railway, is to-day a great reality indeed. Some of the most thrilling chapters of human life and death are found in the histories of our railway lines. We remember the engine-driver's dog, who, when his master and master's train were smashed to pieces at Harrow, refused to leave the poor body lying under the engine. We remember, too, how a quarry man saved the western express at Box, at the cost of his own life, when he rolled the big rock off the line, and was cut to pieces himself. Then, too, there was the brave engine-driver, feasted, feted, and decorated the other day in France, for refusing to go forward on a dark, stormy night, until a rickety bridge in front had been examined, and which, not many minutes after, when the train would have been crossing it, was swept away by the river below. Then, too, dangers of another kind come in—unsteadiness, carelessness, two men were charged at Liverpool; they were driver and stoker of the fast train; they had started quite sober, but being Christmas time had been taking a drop or two beforehand, and when they should have been slackening pace the guard found they were going faster than ever, even sixty miles an hour. The brave fellow climbed over the carriages, and reached the engine, only to find both

the men fast asleep, and the steam on at high pressure. There is plenty of romance about an engine-driver's experiences, and much need of many virtues in him to do his duty, bravely, calmly and honestly.—[From *Sunday*, a reprint of an English children's book for Christmas. E. V. Dulton & Co., N. Y.]

MR. EDITOR:—My little nine-year-old *Daisy* has just handed me the above to read, saying here is “Sixty Miles an Hour;” this will just suit you, papa.

With your 35,000 circulation, it seems to me that somewhere among the Brotherhood, if what I read in “*The Woman's Department*,” is true, there are, perhaps, many children; why not give them a corner in the *Magazine*?

William E. Lockwood.

GLEN LOCH, May 3d, 1888.

PITTSBURG, PA., April 9, 1888.

Editor *Locomotive Firemen's Magazine*:

In regard to Bro. Yetter's request to hear from other brothers, concerning the discontinuance of payment on disability claims, I would state that I, for one, am willing to join hands with Bro. F. J. Kline, and say let good enough alone. By the discontinuance of the same, we would go right back on one of our mottoes, namely, “Charity.” I don't think it would be very charitable to leave a brother, who is disabled, dependent on his own Lodge, or a charitable world for support. As far as the support from his individual Lodge may be concerned, it may be well enough, providing there is a very large membership, otherwise it can't be done, and the charitable world will wait long before it has contributed \$1,500 towards his support and will tell him that “there is a poor-board and poor-house, that must take care of him.” So let us pay in our dollar a month, or even more, if necessary, and help those that cannot help themselves, and show the world that we are not only brothers by name, but also by deed, and you can rest assured, that the one who is mightier than all of us, will repay us a thousand fold for what little we have done. In conclusion, I would say that only those who take their own life should be deprived of getting any benefits. Yours fraternally,

F. J. Thomer.

MR. EDITOR:—As I am a kind of a “grandfather” to the Mechanical Department, having written the first article which called it into being (so far as I know) in “A Few Problems,” in January number, 1886. So thinking, I wrote Editor Debs the other day on the subject of another article, and to that letter I got this reply: “Our printer has just brought over the matter he has on hand, asking me to select what is to go in for June number, and I find he has manuscript enough to make three complete numbers of the *Magazine*.” The boys have surely “tumbled to the racket” and “caught on” to stay. I will slack my hold and catch on later. When you want me “call me early,” for I am nothing if not

Eccentric.

Personal.

BROS. AL. SCHREDER and Frank Dainro, of Lodge No. 288, have taken unto themselves a helpmate. The best wishes of all the boys go with them.

BRO. ED. BISBEE, one of the old reliables of No. 240, formerly of the M. C. R. R., is now employed on the right hand side on the C. J. & M., with headquarters at Marshall, Mich.

CARDS have been received announcing the marriage of Bro. W. H. Hall to Miss Jennie Caldwell. Both are deservedly popular, and the *Magazine* tenders its hearty congratulations.

THE latest acquisition to the ranks of the B. of L. F. at Jackson, Mich., registered at 10 pounds, June 1, 1888, in the shape of a bouncing baby boy in the family of Master Geo. Chapman.

DAVID REED, of Altoona Lodge No. 287, is now running engine 619, a class R. His promotion has brought him many congratulations from his numerous friends on the Tyrone division.

BRO. L. RYAN, one of the most popular engineers on the narrow guage division of the Missouri Pacific Railroad, is delighted over the arrival on April 7 of little "Paul Haywood," a bouncing boy of ten pounds.

A SHORT time ago Bro. C. M. Curties, Warden of J. Hickey Lodge No. 286, and a charter member, was made happy over an addition to his family. Alas! Charley, it will not be a fireman, for it is not built that way.

HERMAN WEIRS, one of the old stand-bys of J. Hickey Lodge No. 286, has been promoted from the left to the right, with left hand on the throttle, and is driving piles instead of breaking coal. Good wishes from all of No. 286.

F. P. McDONALD, of St. Joseph Lodge No. 13, formerly of St. Louis, expresses grateful recollections of his old-time friend and co-member, Lou Fisher, of St. Louis. Bro. McDonald cherishes friendship for his old associate in spite of separation.

ANNOUNCEMENT is made of the marriage of Bro. John Sansamon to Miss Cora Cabenall, one of Tyrone's most accomplished belles. Bro. and Mrs. Sansamon are both exceedingly popular, and are the recipients of the hearty congratulations of their numerous friends.

THE benefit dance given at Guard Hall, Jackson, Mich., by No. 210, for Bro. Chas. Pierce, who has been disabled by sickness so long, was a success both financially and socially. Bros. Bentley and Ferguson had their silk hats "did over," and Bro. Chapman had his hair cut pompadour, "all" for the occasion.

"VULCAN," the widely known and highly appreciated writer for the Mechanical Department of the *Magazine*, did us the honor of a visit recently. He is a thoughtful writer and his contributions have given him high standing in the estimation of those who take a lively interest in the success of the *Magazine*.

BRO. J. CONWAY surprised his friends by the following: "In Appleton, April 25, 1888, Mr. J. Conway and Miss Franklin, of Eland, were united in marriage." The best wishes of all their friends are with them. Mr. C. formerly a member of No. 286, but is now of Division No. 219.

THE numerous friends of Bro. Will H. Buser, member of Triumphant Lodge No. 47, Chicago, Ill., will be glad to learn that on the 18th of April last, he was married to Miss Alice Bridges, at Ogden, Utah. Most heartily do we felicitate Bro. Buser upon his new departure, and wish him and his bride a prosperous and happy life voyage.

T. J. HAYS, of F. W. Arnold Lodge No. 44, East St. Louis, did us the favor of a brief visit recently. Bro. Hays is thoroughly posted on all matters pertaining to the Brotherhood and the interest of railway employes, being a pioneer in the service and having kept abreast of the advancing column of progress in the West.

BRO. J. B. MAWBY, Secretary and Collector of Mahoning Lodge No. 190, Youngstown, Ohio, has gone into the business of supplying his friends with substantial and delicacies, the mere mention of which tickles the palate and makes a gormand's mouth water. That he will be liberally patronized by the boys goes without saying, and certainly the *Magazine* wishes him a large measure of success.

J. S. DAVIDSON, of Macon Lodge No. 246, is under obligations to the boys of Anderson Lodge No. 278, of Vicksburg, for courtesies shown him while in that city. Also to the members of Midland Lodge, No. 117, Temple, Texas, for the true Brotherhood reception extended to him on reaching that town. Bro. Davidson, appreciative of the cordiality of the members of 147, who he says "are pure metal and do business up to the handle," has concluded to locate in the town and become a citizen of the "Lone Star" empire.

HALT!

We are overwhelmed with communications designed for the pages of the *Magazine*. The pages of the *Magazine* are limited. There is no room for the deluge of matter that comes to us from the four quarters of the country, and it is out of our power to make room for it. If the *Magazine* were four times as large as it is, we might be able to print the prose and poetry and the resolutions which we receive, but under the circumstances, it is impossible, and this must be accepted as our explanation for the non-appearance of much of the matter sent in for publication. The resolutions which have poured in upon us by the hundred, would be almost sufficient to fill the pages of the July number. We have sought by every method in our power to convince our brethren that three or four "whereases" and as many "resolutions" upon every conceivable incident, from the presentation of an altar-cloth to the death of a member, could be dispensed with. In most cases a simple announcement, requiring a half dozen lines or less, would answer every legitimate purpose. And such prudent regard for the *Magazine* would contribute immensely to its usefulness. In writing for the *Magazine*, only such things should be said as are of general interest, of interest to the entire Brotherhood, and thoughtful men will readily see that any other policy would prove fatal to the usefulness of the *Magazine*.

In inviting our friends to "halt," we are doing them as well as ourselves a favor. We save them the trouble of writing, when there is not a remote probability that their contributions will ever see daylight, and we save ourselves the unpleasant duty of consigning their contributions to tongueless and eyeless oblivion. The watchword is halt.

FEDERATION.

The *Switchmen's Journal* for June, has an editorial article, captioned, "Will they do It," and proceeds to show the imperative necessity of taking action upon the subject of the federation of all the "organizations of railroad employes. The *Journal* says "The question we desire to propound, however, is, will the organization of railroad employes, that holds "its convention first this year, be wise enough, broad-gauged enough, brave enough to take the initiatory step toward the federation of all the organizations of railroad employes?" The Brotherhood of Locomotive Firemen holds its Biennial Convention at Atlanta, Ga., commencing September 10th. It will be the first in the list of conventions from this date. It will be found "wise enough, broad-gauged enough, brave enough, to take the initiatory step in favor of the federation of the organization of railroad employes." This *Magazine*, is on record as having first seen the imperative importance of federation. Nothing else will answer the requirement, and fortunately, the strike on the C., B. & Q. has demonstrated beyond cavil the absolute necessity for such a federation. The proposition is not a crack-brained theory. There is nothing visionary about it. It is practical, and all that is needed is to devise ways and means to put the required machinery into operation. We do not regard the task as herculean. The obstacles can be easily removed, and we predict that within the next two years the federation of the organizations of railroad employes will be an accomplished fact.

THE *Switchmen's Journal* for June, remarks that "W. P. Daniels, Grand Secretary and Treasurer of the O. R. C., went into office again "by the magnificent endorsement of his course for the last two years, of one vote." The significance of this majority of one is that fully one-half of the membership of the O. R. C. are opposed to the policy of Messrs. Wheaton and Daniels. These men are not capable of understanding the logic of events, or the signs of the times. Their policy is in the interest of corporations which oppress wagemen. Those who seek to belittle labor, to abridge the rights of wagemen, no matter where they are found, are at an early day to find themselves in the minority and powerless for evil, and most assuredly, if they hold positions in any order of workingmen, they will be required to abdicate. The edict has gone forth. Federation is the motto of workingmen. Dissensions are to disappear; discordant notes are to be silenced; labor organizations are to swing into line under the banner of Federation, and this accomplished, the future of labor is to a redemption, and emancipation from numerous curses which now afflict it, and are productive of strikes.

A DOUBLE assessment, (\$2.00), is levied this month. July 25th is the last day of payment.

MEMBERS of the Order are requested to see notice of Grand and Subordinate Dues printed elsewhere. August 1st is the last day of payment.

OUR correspondent, "Friar Tuck," gives out the following as a text for humorists: "Blessed be he who causeth two grins to grow where but one grin grew before."

At the last annual meeting of the Order of Railway Conductors, W. P. Daniels was elected Grand Secretary and Treasurer, by a majority of ONE. The *Brakeman's Journal* says that "Wheaton, Daniels & Co., do not voice the sentiments of this entire organization." Manifestly this is true of their recent utterances in regard to the C., B. & Q. strike.

WE acknowledge the receipt of complimentary tickets to the great War Cyclorama, now permanently located at Indianapolis. The painting of the great battle of Atlanta, is pronounced superb by all who have seen it, and we advise those of our readers who may visit the capital city, to afford themselves the pleasure of seeing on canvas a truthful representation of one of the great battles of the late war.

WE are advised that a Union meeting of the B. of L. E., and the B. of L. F. will take place at Reading, Pa., early in the month of September. At this meeting the proposition to repeal the law of the B. of L. E., whereby members of the B. of L. F. are prohibited from joining the B. of L. E., will be discussed and a movement will be set on foot to bring the subject before the annual convention of the B. of L. E. The movement is in the right direction, and if successful will be productive of results of the most satisfactory character.

THE report in circulation that at a meeting held sometime ago, at Kansas City, the engineers and firemen passed resolutions denunciatory of Railway Conductors, is totally unfounded and false. We are authorized by ex-Organizer Stevens, who had charge at Kansas City, at the time and who was present at the meeting where the alleged resolutions, it is claimed, were passed to deny the report *in toto* and absolutely. Some of the Conductors are using these bogus resolutions for the purpose of justifying their attacks upon engineers and firemen, but they are entirely fictitious and all honorable conductors should discard them.

COL. E. M. COCHRAN, publisher of the *St. Joe Gazette*, has from the first, given the influence of his widely circulated, and popular paper, to the vindication of the course pursued by the strikers on the C., B. & Q. It goes without saying that engineers, firemen and switchmen appreciate the manly, liberal and independent course pursued by Col. Cochran, who has so conspicuously espoused their cause. It affords us real pleasure to pay this tribute of regard to Col. Cochran.

AN incident, which speaks volumes, occurred recently at Columbus, Ohio. The boys of Franklin Lodge, No. 9, B. of L. F., finding their resources not equal to the demands, made upon them, found themselves short to the amount of \$300. In this emergency, Little Miami Division, No. 34, B. of L. E., promptly came forward and loaned them the amount, without interest, and to be paid when convenient. In this transaction it is easy to discover the true Brotherhood idea, which is rapidly coming to the front and which is uniting the two great Brotherhoods in bonds stronger and more enduring than hooks of steel.

SCRIBNER for June, is an immensely interesting number of that popular monthly, specially so, to all classes of railroad men, from the fact that it contains the first of a series of articles touching railroad interests for which the readers of the *Magazine* have been patiently waiting. The article before us is captioned "The building of a Railway," and is from the pen of Thomas Curtis Clarke, who is classed "among the most eminent of American bridge builders" and a man of the "widest experience in railway construction." The article is elaborately illustrated from drawings, photographs and prints, and in point of merit and interesting features, comes fully up to the expectations of those who are competent to judge of such matters. We do our readers a favor, by calling attention to the article, as its perusal will be both instructive and entertaining.

PRESIDENT W. B. STRONG, of the Atchison, Topeka & Santa Fe Railroad, recently delivered an address to the stockholders, in which he made reference to the strike of the engineers and firemen on his road. But he did not rail against the organization of labor for its own protection. On the contrary, he spoke of the organizations of labor in a way indicative of a statesman-like comprehension of labor questions. The strike on Mr. Strong's roads was of short duration. After two days, work was resumed, and whether right, or ill-advised, no ill will resulted, and when work was resumed, everything moved along as smoothly as if nothing unusual

had happened. President Strong is a man of broad views, who, in recognizing the rights of working men, and in doing justice by them, creates a guarantee of success in the management of his roads based upon principles of justice which will not fail him in time of need.

WE have received a full account of the great Union meeting, held at Palestine, Texas, April, 26 and 27. The Locomotive Engineers and the Locomotive Firemen of the Lone Star State, it would seem have determined, that in future, the two great Brotherhoods will be benefited by holding annual Union meetings, and as a result the next Union meeting is to be held at Tyler, Texas. Resolutions were adopted relating to the passage of a license law by the Texas Legislature, for Locomotive Engineers, and also endorsing the strike on the C., B. & Q., fully sustaining the stand taken by the Grand Chief of the B. of L. E., and the Grand Master of the B. of L. F. The meeting was fruitful of good results, clearly indicating that the alliance between the "twin" Brotherhoods for the promotion of their mutual welfare, is being daily strengthened.

IN writing of the strike on the C., B. & Q., we desire always to bear testimony to the quick perceptions of the right and of the wrong, which distinguished the Switchmen in the service of the company. No men in the employ of the company, more thoroughly analyzed the situation. No men in the employ of the company set a higher value upon skill, and when the company, totally regardless of their lives, subjected them to dangers, largely increased by the employment of incompetent scabs, they quit the service, and maintained their defiant attitude like veterans—and as forces and factors in the struggle, their services were of incalculable value. Their fortitude inspired confidence and hope, and from first to last their example was worthy of the highest praise. We know whereof we speak, and we know that the Brotherhoods of Engineers and Firemen are under lasting obligations to the heroic Switchmen on the C., B. & Q., for the part they took in the strike, and the Brotherhood of Firemen will not forget their services, nor be guilty of the sin of ingratitude, if the Switchmen should ever be in a condition to need its moral support. As a body of men, the Switchmen are the peers of any other, under any banner; they are men of brains as well as brawn; and when they came to the assistance of the striking engineers and firemen, they did not come as holiday soldiers, but as trained veterans, and when the battle raged fiercest, the banner of the Switchmen in strong hands was seen floating in the breeze.

THE editor of the *Brakemen's Journal* writes an excellent article under the caption "Thou Shalt not Steal," in which he applies the lash with merciless justice to a set of correspondents who steal poetry and prose and offer it to the *Journal*, for publication, as original. The *Journal* remarks that "very few people, comparatively, can write poetry." This being absolutely true, the editor of the *Journal* is somewhat surprised that a large number of brakemen have gone into the poetry business in which they produce "rot"—and closes by saying, that he has a "ten years" supply of original poetry on hand and don't need any more. The class of poets to which the *Journal* refers is altogether too numerous, they infest every brotherhood, which has an "organ," and when their contributions save, possibly, those that are stolen, appear, it is in order to open the flood gates of ridicule and let "natur caper."

It is well known by those at all informed upon the subject, that trains on all of the railroads of the country, are run and regulated by the wires. As a consequence, the position of "train dispatcher" is one of unquestioned importance. Indeed, it would be difficult to over-estimate its weighty responsibilities. A mistake by a train dispatcher is almost certainly productive of disaster. Confusion inevitably follows such an error, and as a result, life and property is liable to be sacrificed. Considering such facts it is strange that the salary of a train dispatcher scarcely ever reaches \$100 a month, and the lowest pay becomes a matter of astonishment. Their services relate to the safety of trains, and the security of the millions who travel on the rail, and yet, their pay is so small, that it forces the conviction that railroad officials, regard their services of little importance. When greed holds sway, conscience is exiled.

WM. D. HOWELLS, in a late number of *Harper's Weekly*, reads the C., B. & Q. management a lecture. Among other things he says: "I dare say that the engineers strike against it (the C., B. & Q.) will end, as all strikes hitherto ended, in disaster to the strikers. But I am sure that strikes will not always end so. It is only a question of time, and a very little time, till the union of labor shall be so perfect that nothing can defeat it." (Italics ours.—Ed. *Magazine*.) "We may say," adds Mr. Howells, "this will be a very good time or a very bad time: all the same it is coming." Manifestly, Mr. Howells is a student of events. He takes notice of the signs of the times. He is not an enthusiast, but a philosopher; more, a prophet. The time is near at hand when labor organizations will federate, when the "union will be so perfect that nothing can defeat it." When

that time comes corporations will do justice to working men, and society will be infinitely benefited by the dawning and the full orb'd noon of the new era.

THE *Union Pacific Employe's Magazine*, estimates that a million of men, able bodied, are now out of employment in the United States; and it further estimates, that there are four millions of other souls dependent upon them for support, a total of five millions, or 8½ per cent. of the entire population. While this deplorable fact stares men in the face, the army of idlers increases. Idleness, being the prolific parent of crime, it is not surprising that crime is on the increase, or, that tramps multiply. The *Magazine* is of the opinion that many of the ills complained of, can be removed by the ballot box, by voting for men who are capable of comprehending the labor questions, which are the most vital of any now before the American people. When workingmen cut adrift from parties that profess much, and perform little, and elect men who will enact laws which cannot be used as covers for rascality, the probabilities are, that the condition of workingmen will be indefinitely improved.

THE *Locomotive Engineers' Monthly Journal* in its June issue, says:

"It is with a spirit of pride that we point to the fact that, since the 27th of February, the day the members of the twin Brotherhoods quit work on the Chicago, Burlington & Quincy railroad, the public has not been called upon to note any act of theirs that could be calculated in the least to injure the public morals of the community to which this trouble in the main has been confined; but, on the contrary, the conservative measures formulated by our Grand Chief, P. M. Arthur, ably assisted by one of labor's noblemen, F. P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen, and the members of the twin Brotherhoods, who have put forth every honest effort to successfully arbitrate the grievances, have called forth the commendation of the entire country."

Manifestly, the *Engineers' Journal* comprehends the situation and fairly states the case in so far as it relates to the efforts of the twin Brotherhoods to win the fight without the sacrifice of honor or self-respect. We like the term "twin Brotherhoods," and shall take occasion in the near future to enlarge upon its significance.

THE Electric Railway will be a great improvement, it is claimed, over the former methods of street travel. Its successful introduction in this city seems to be assured. Almost every good thing, however, has some drawback, and the influence exerted

by the electric motors over the watches of the passengers riding in the cars must be viewed with uneasiness. There will be a disposition to take seats near the rear doors of the cars, and thus endeavor to avoid the dangerous influence. It will be manifestly difficult, however, to keep a watch outside the danger line, for the electrical field is one of considerable extent. After a watch has become influenced, the jeweller is called upon to demagnetize the parts that have become affected. The cure is effected only after the harm is done. Prevention is better than cure, and it is certainly wiser to keep the "watch blight" from getting in than to devise ways of getting it out. Mr. C. A. Paillard, of Geneva, Switzerland, conceived the idea of using a non-magnetizable material for the parts of the watch that are thus constantly causing trouble, and after fourteen years' experimenting arrived at a satisfactory substitute for the metals ordinarily used for the balances and springs. This alloy of palladium is used for the compensation balance and hair spring in the non-magnetic watch only. This watch compares favorably with other watches in its finish, and is no higher in price than those of similar quality without these improvements.—*New York Tribune.*

THE Ladies' Auxiliary, of North Platte, Neb., recently gave a sociable for the benefit of the B. of L. E. and the B. of L. F. It was in all regards a success, and will be remembered as one of the most delightful social incidents in the history of the town. As a result, \$200, was the net profits, which was equally divided between the two Brotherhoods, and we acknowledge, with sentiments of admiration of the ladies, the contribution to the B. of L. F. When the ladies give, their hearts always accompany the gift, which indefinitely adds to its value. A dollar with a woman's heart in it, gives it a power which other dollars, less fortunate, do not possess.

GEORGE T. MOSELEY was one of nature's noblemen. As an engineer he was skillful and courageous, and he fell at his post in a wreck on the D & R. G. He was widely known among our membership and his manly virtues were appreciated by all. When the B. of L. F. held its annual convention at Denver, Engineer Moseley pulled the excursion train through the cañons and over the mountains, and by his courtesies became endeared to hundreds of the excursionists.

The following touching and beautiful tribute to the virtues and memory of the dead engineer is from the pen of Cy. Warman, member of Mount Ouray Lodge No. 140, Salida, Colo., and breathes in every line heartfelt sympathy and devotion. From

the first to the last line the poet was in full accord with his subject, and it affords us real pleasure to place the production before the readers of the *Magazine*:

GEORGE T. MOSELEY.

When the golden gleams of sunlight
Slowly faded from the west,
And the soft and silvery moonlight
Calmly crept across the crest—
When the dew was on the heather,
And the autumn leaves were sear,
Hastening to home and mother,
Dashed the daring engineer.

See the headlight shake and shiver
As she wrestles with the rail;
Every sinew seems to quiver
As she trembles o'er the trail;
Two brave hearts are proudly beating,
Keeping time with the machine
That through the moonlight swiftly fleeting
Bears her burden on to Keene.

Where the misty mountain ranges
Lift aloft their polished peaks;
Every curve her course now changes;
While the whistle wildly shrieks,
And the bell that in the bracket
Rung with every rock and reel—
Echoes through the crags and cañons
With a wild and weird peal.

Now the agent at the station
Looks with awe and holds his breath,
While a proud heart's quick pulsation
Makes its meeting point with death;
See the fire fly from her flanges;
Straining every iron nerve,
And a moment more she plunges—
Madly leaps across the curve.

Now the fireman, bruised and bleeding,
Climbs the rough and rugged hill,
Through the steam to where his mate
Lies plunions 'neath the engine still;
"Finn," he whispered, "tell my mother—
(Go and tell her how I died;
Tell her, could I lived to see her,
All my hopes were satisfied."

"How the cruel monster scalds me!
Oh, my time is coming now;
I must go, my master calls me,
See the death dew on my brow."
Soon strong hands with plects and shovels
Moved the wreck and ruins back;
Soon they rescued him and bore him
To a seat beside the track.

The pale moon seemed more than tender
As it kissed his face so fair,
And the gentle autumn zephyrs
Faintly fanned his auburn hair;
Then he put his two great hands in mine,
And a tear was in his eye
As I stooped to hear him whisper—
"Can't you take me home to die?"

As we laid him on the cushion
In the car that brought him home,
We could hear the dying requiem
Of the steam from out the dome;
But another hour found him
In a mother's tender care;
At his home with friends around him—
God had heard his simple prayer.

Then we stood and stared in silence,
Counting every fleeting breath,
And upon his marble forehead
Came again the dew of death;
Oh, how peaceful, pale and patient,
While in agony he lay;
Then he smiled and kissed his mother
And his spirit passed away.



THE above engraving taken from life, represents Chairman Huskey, of the C. & A., on his homeward trip after being relieved from the Advisory Board.

DOUBLE assessment this month. Don't forget to hand your Collector \$2.00, on or before the 25th.

A PORTION of our Lodge addresses have been omitted this month on account of the extreme demand for space.

REMEMBER that your Grand dues and Subordinate dues, must both be paid on or before August 1st. Pay promptly and avoid suspension.

JAS McDONALD, of Onward Lodge No. 41, is now switching in the Dickinson yard, while Bro. Wm. McDonald gets them out on time at the Mandan shops.

JACK WILLIAMS is now running a mogul engine between Dickinson, Dak., and Glendive, Mont.; he does not advocate extension front ends, but wants an extension on his sand box. Jack is on the rolls of No. 41.

HARMONY LODGE Ladies' Society, B. of L. F. of St. Louis, Mo., have sent us \$20 for the benefit of our striking brethren on the C., B. & Q., which we acknowledge with thanks and gratitude. Our lady friends at St. Louis are ever watchful of our interests and ever ready to give us the benefit of their encouragement and support.

WILLIE HANNAHAN.

We record with profound sorrow the sudden death of little Willie Hannahan, the eight-year-old son of Bro. John J. Hannahan, Vice Grand Master of our Brotherhood. Willie was a bright and beautiful boy, and had reached that interesting age when parental affections, budding with hopes, looked forward to blossom and fruit with a solicitude that only fond and devoted parents may realize. To have these hopes suddenly blasted by death, creates an agonizing void which no words can depict, a sorrow which only time can palliate. When such grief comes to a home, it is well to speak words of sympathy and condolence, but they do not fill the aching void nor hush the moanings of bereavement. Surely, Mrs. Hemans wrote a sad truth when she said:

"Leaves have their times to fall,
And flowers to wither at the north wind's breath,
And stars to set—but all—
Thou hast all seasons for thine own, O Death!"

It is not surprising that the mother of Willie is inconsolable. "It were idle to offer a panacea for the grief which death inflicts, and yet, God gives the sorrowful tears, and time dries the mourning eyes. Bro. Hannahan and his sorrowing wife will have the sympathy of thousands, any one of whom would, if they could, afford consolation. The father will be strong in his grief, but the mother bows before the storm, and only tears and time can afford relief. It comes at last, and then parents, strange to say, would not replace the gems in love's shining circle that have dropped away, preferring to think of them in that "better land," and of the reunion to come when life's fitful fever is past. Most abundantly do we tender to Bro. Hannahan and his wife our heartfelt condolence upon the occasion of their irreparable loss, but we feel assured in all their treasures of memory, none will be more sacred than the recollection of their bright and beautiful boy.

Locomotive firemen are requested to examine the advertisement of the Matchless Metal Polish Co., which appears in this issue of the *Magazine*. Three valuable prizes are offered for the three firemen who send in the largest number of orders previous to January 1st. This is a splendid inducement for enterprising firemen who desire to secure a good watch as a reward for their work. In our dealings with Mr. Baker, the manager of the company, we have found him to be a thoroughly honorable gentleman. His goods are in all regards what they are represented to be, a fact which is daily being substantiated by rapidly increasing sales. We hope to see an active competition for the prizes inaugurated at once.

SCABS.

It is not a difficult matter to define the term "scab," but it is not an easy task to analyze a scab. It has often been our duty to make the attempt and we have done our best, but after all there are characteristics possessed by the scab which defy the English language. Before proceeding further with this article, we introduce, for the benefit of our readers, the following letter, which, if it does not explain itself, will give the reason why we write. The communication being conspicuously unique, we give it verbatim, including orthography, punctuation, and with all its force of grammar and logic, for when a scab conceives it to be his duty to defend scabs and scabbing, the world should know his equipment for the degrading task.

LINCOLN NEB June 8 1888

Mr Debes Sir I want you to now that we Eastern men wants you to stop calling us loafer or calling us bums and drunkards and Scabs or we will let now we will sue you for slander and moreover we want you to contredicted the Statement you publish in your June Magazine. when we went on a strike on the Reading Road all we asked of the B. L. F. and the B. L. E. was to keep their men away and Mr Arthur says he was not in Philadelphia he was for I saw him thier and he told the manglers of the road that he would furnish him with all the Engineers and Firemen they wanted so when they done this on us we thought it was ours place to pay him back so you cannot blame us for doing so no more at present yours in behalf of the Eastern men I sined my Name B. J Haughey 1004 T street Lincoln Neb

The scab who writes the foregoing letter intimates that he is a member of the B. of L. F., which is not only the refinement of impudence, but the vulgar boasting of an apostate. In the May *Magazine* we said, among other things relating to scabs, that "the scab is the natural born foe of labor in its efforts to advance from the condition of servitude to independence," that, "when he sees a manly endeavor on the part of others to better their condition, the incident simply suggests to his mind that there is a chance for him, and with hat under his arm and with bowed form, he asks, like a menial, to work for wages that an honorable man refuses." That a scab should be found in the splendid ranks of the Brotherhood of Locomotive Firemen is a humiliation, and yet, it has been the disgrace of all human organizations from the first, to encounter such stigmas. Even the Master, in calling about Him a select twelve, had a Judas, who, for thirty pieces of silver, betrayed his trust, and earned an eternity of scorn. The difference between Judas and the writer of the letter which we print, is that the former was ashamed of himself, while the latter boasts of his perfidy and seeks to justify his conduct by referring to the strike on the Reading road. It is well known that his assertions have no foundation in fact, as was shown by the report of a special commission sent to Pennsylvania to make a thorough

investigation of the charges which the writer revamps as an excuse for his apostacy.

We make no apologies for our hearty detestation of a scab, all the more pronounced if he disgraces the badge of a Brotherhood Fireman, and we greatly mistake the spirit of the Brotherhood, if such scabs can retain their membership in the Order. As for suits for slander, such threats are of less consequence than the whistling of the idle wind. In the future, as in the past, it will be our duty, from which we shall not flinch, to expose the cowardice of scabs who do not hesitate to place themselves as obstacles in the way of workmen, whose extreme demand is simply honest pay for honest work.

THE MAGAZINE PRIZE FOR 1887.

The prize for 1887, consisting of an organ for the Lodge and \$50.00 cash, was awarded to Bro. Peter Layng, agent of Re-Echo Lodge, No. 195, located at Montpelier, Idaho. This Lodge, it will be observed, is located in a comparatively small town, with a limited population. But it is the same Lodge that took the prize for 1886.

Bro. Witzel, of Just-in-Time Lodge, No. 149, sent in the largest number of subscribers but not the largest number of *paid* subscribers, and just here, those who contend for the prizes for 1888, should make a note that the prizes go *not* to the agent who sends in the largest number of subscribers, but to the one who sends in the largest number of *paid* subscribers. Curious enough it occurs, that in 1886 and 1887, Lodge No. 149, sent the largest number of subscribers, while Lodge No. 195, on both of the years named, sent in the largest number of *paid* subscribers and carried off the prize. It is not probable that Bro. P. Witzel will again be caught in that way.

We earnestly invite the attention of the Lodges and of the membership to the prize list for 1888. It will be found well calculated to inspire zealous work, and it will be noticed that the ladies have a chance to enter the list, and do good work for the Brotherhood, and secure some handsome prizes. The *Magazine* is a publication that any member of the Order can work for without blush or embarrassment. It is the official organ of the Order and fully abreast of the times. And the ladies in their sphere, and it is by no means circumscribed, can contribute vastly to the circulation of the *Magazine*.

The fact should not be overlooked that the Lodge securing the *smallest* number of subscribers will be awarded a *leather banner*, suitably inscribed, and that the agent securing the smallest number of subscribers will receive a *leather medal*, with appropriate inscription.

The work is worthy of the best efforts of any Brother, and it is to be hoped it will be pushed with a zeal becoming its importance.

VICE GRAND MASTER and Mrs. John J. Hannahan, desire us to return their heartfelt thanks to members of the Brotherhood and their families, also to numerous friends, for expressions and tokens of sympathy and assistance so freely given upon the sad occasion of their child's death. Each kind expression is appreciated, and will be gratefully remembered. The funeral of little Willie was one of the largest ever had in that vicinity.

BROS. M. S. LAUGHLIN, Collector of Kaw Valley Lodge No. 313, and C. E. Stone, Secretary and Collector of J. M. Dodge Lodge No. 79, gave us recently the pleasure of a visit. They were interested in matters concerning the "Q." strike, and we found them deeply interested in the work of the Brotherhood, and sanguine, as all earnest men are, that the future of our noble Order will meet the largest expectations of its friends.

JOHN BENEDICT, of No. 41, became a *benedict* in fact not long ago by getting married to Miss Lena Scholz, of Mandan.

Resolutions.

LOS ANGELES, CAL., April 15, 1888.

At a regular meeting of Orange Grove Lodge No. 97, B. of L. F., held the 10th day of April, 1888, the following were adopted:

WHEREAS, It has pleased the Grand Master of the Universe to call to the lodge on high our beloved brother, J. A. Westerfield, who was killed in a collision April 3, 1888, therefore be it

Resolved, That in the death of Bro. Westerfield this Lodge deeply mourns the loss of a brother and friend whose love for the Brotherhood and members it will be hard to replace, and whose loss will be deeply felt and regretted by all who knew him.

Resolved, That the truly heartfelt sympathy and condolence of this Lodge is hereby tendered his wife, mother and relatives so suddenly bereft, and who mourn the loss of one held most dear, in this their hour of grief.

Resolved, That as Bro. Westerfield died at his post while performing the duty assigned him, that he is worthy of our commendation.

Resolved, That these resolutions be spread at large on the records of this Lodge, and that a copy hereof be transmitted to the family of our beloved brother, and that another be sent to our *Magazine* for publication.

Resolved, That our charter be draped in mourning for the space of thirty days as a token of respect for our departed brother.

WM. T. CURT, }
R. H. BRADLEY, } *Committee.*
J. A. KINGSLEY, }

SEDALIA, MO., April 14, 1888.

At a regular meeting of Golden Eagle Lodge, No. 78, B. of L. F., the following resolutions were adopted:

WHEREAS, It has pleased Almighty God to remove from our midst our beloved brother, Louis H. Leiter, who was killed on Tuesday, April 3, 1888, by falling between the cars on the Missouri Pacific Railroad, and while No. 78 loses one of its purest and best members, the railroad company loses one of its most trustworthy firemen and his family a true husband and kind father, therefore

Resolved, That we extend our heartfelt sympathy

to his bereaved family in this their sad affliction, trusting that our loss has been his gain, and while we meekly submit to the will of an All Wise God, we humbly bow our heads in submission and say, "O Lord, Thy will be done," and commend the sorrowing ones to a merciful Savior.

Resolved, That as a tribute of respect our charter be draped in mourning for thirty days; also, that a copy of these resolutions, with seal of Lodge attached, be sent to the family of the deceased brother, and printed in the *Firemen's Magazine* and entered upon the records of the Lodge.

D. K. PARK, }
D. W. DISLER, } *Committee.*
E. A. YEAGER, }

NEODESHA, KAN., April 2, 1888.

At a special meeting of Fall River Lodge, No. 336, B. of L. F., the following resolutions were adopted:

WHEREAS, It has pleased the Grand Master of the Universe, to remove from our midst Bro. J. A. McPaul, who had been confined to his room for some time with that terrible disease consumption. Therefore be it

Resolved, That in the death of Bro. McPaul, Fall River Lodge, No. 336, has lost one of its most faithful members, beloved by all his associates and who was always ready to lend a helping hand to a Brother in distress.

Resolved, That we as a united Brotherhood, extend our sympathy to the mother and relatives of the deceased Brother.

Resolved, That while we meekly submit to the will of an All-wise God, we humbly bow our heads in submission and say "Thy will, Oh Lord, be done," and commend the sorrowing ones to a kind Redeemer.

Resolved, That as a token of respect, our Charter be draped for the period of thirty days, and a copy of these resolutions, with seal attached, be sent to the mother of the deceased Brother, and that they be published in the *Neodesha Independent* and a copy be sent to the *Magazine*.

SAM. ERGENBRIGHT, }
I. H. BERRY, } *Committee.*
W. SIMS, }

SEDALIA, MO., April 30, 1888.

There was a Union meeting held at Sedalia, Mo., April 29th, under the auspices of Division No. 178, B. of L. E., and Lodge No. 78, B. of L. F. The meeting was held at Wood's Opera house, where about three hundred and fifty engineers and firemen were present, representing quite a number of divisions, representatives being present from Quincy, Hannibal, St. Jo, Brookfield, Parsons, Ft. Scott and Kansas City. A delightful time was had for about four hours. The meeting was addressed by very able speakers as follows: W. McClain, Chief Engineer Division No. 79, B. of L. E.; W. Oishouse, Division No. 79; C. Solomon, W. Tucker, W. Stusing, B. D. Rucker, of Lodge No. 78, B. of L. F.; J. Layborn, Master of Lodge No. 78, B. L. F.; B. W. Vedder, chairman for engineers of Gould's Southwest system; J. H. Fitzgerald, Chief Engineer Division No. 178, B. of L. E., Sedalia, J. L. Parish, N. A. Bradley and others. After speeches, the following resolutions were unanimously adopted:

Resolved, That the thanks of the B. of L. E. and B. of L. F. of Sedalia and the visiting Brothers be extended to Dr. Wood, for his kindness in extending to us the use of his Opera house. Also to the gentlemanly officials of the Missouri Pacific system for transportation from different points.

Resolved, That a copy of this be sent to the *Moberly Monitor*, *Quincy Herald*, *Hannibal News*, *Sedalia Democrat*, and B. of L. E. and B. of L. F. journals for publication.

O. H. BRATTEN, }
J. L. PARISH, } *Engineers.*
B. D. RUCKER, } *Firemen.*
J. LAYBORN, }

HUNTINGTON, W. VA., April 11, 1888.

At a regular meeting of Ohio River Lodge No. 294, the following resolutions relating to the first annual ball given by our Lodge, April 11, 1888, were unanimously adopted:

Resolved, That the people of Huntington, Hinton and Lexington, and others whose kindness we appreciate, have the thanks of the Lodge.

Resolved, That the thanks of the Lodge are extended to Bro. W. S. Smith, our worthy Master, for favors shown.

Resolved, That we appreciate the kindness shown by our round house foreman, Mr. A. F. Southard.

Resolved, That the Hon. Eustall Gibson, T. L. Michie and Gordon O'Brien are entitled to our thanks for able addresses and many courtesies.

Resolved, That we extend our thanks to the Huntington Light Infantry for courtesies extended by members of that company.

Resolved, That we extend our thanks to the young lady and gentlemen contestants for the gold watch and diamond pin, for their labors in our behalf.

Resolved, That the good opinion of the general public concerning Ohio River Lodge B. of L. F. is justly the cause of much elation, as is also the financial and social success of our ball.

May our Brotherhood flourish far and near is the wish of Ohio River Lodge No. 294.

O. G. TEMPLE,
G. FRANK PARSONS,
THOS. BISHOP,
J. A. LOONEY,
E. L. NEWCOMB, } *Committee.*

NEW YORK, March 29, 1888.

At a regular meeting of Metropolitan Lodge, No. 363, B. of L. F., the following preamble and resolutions were unanimously adopted:

WHEREAS, The unsparing hand of death has reached out from the mysterious darkness that envelopes life, and snatched suddenly away in an accident on the Harlem railroad, March 18, 1888, our esteemed Brother Thos. Riley. If it be true, that death loves a shining mark, then indeed has the bold archer, this time, brought down a victim in the midst of his usefulness and in the fullness of his manhood, to gladden his icy heart. Therefore be it

Resolved, That by the death of our Brother, we have sustained the loss of a friend and brother; one who had by sterling integrity of character and moral worth, won the esteem and respect of all. In him we have lost the love of a warm heart, the community a useful citizen and an honest man. Prompt and reliable in his engagements, clear-headed and kind hearted, he was one whose absence will be long felt and deeply deplored. We thank the Giver of all good for the friend he gave us, for a life so useful, for a character so worthy, and thus will quicken our faith in and fidelity to "Protection and Charity," by which we shall but illustrate the highest principle of our Order and the noblest duties of life.

Resolved, That while we believe that human sympathy is of but little avail and that God alone can console the bereaved family, we tender to them our heartfelt sympathy in this the hour of deep affliction and humbly pray that their loss may be our Brother's gain.

Resolved, That as a further token of respect to his memory the Charter be draped in mourning for the space of thirty days, and that a copy be transmitted to his family and published in the *Firemen's Magazine*.

M. J. LYNCH,)
NAT. SAWYER,) *Committee.*
T. M. COLLINS,)

LITTLE ROCK, ARK., April 6, 1888.

At the last regular meeting of Rose City Lodge No. 45, B. of B. of L. F., held on Monday evening, April 2, 1888, the following resolutions were unanimously adopted:

WHEREAS, God in His infinite wisdom has seen fit to remove from our midst our late rother, Richard A. Fenner, who lost his life on

the morning of December 20, 1887, by a collision on the St. L., J. M. & I. Ry., therefore, be it

Resolved, That we sincerely mourn his untimely end, and deplore the sad fate that has so suddenly deprived us of the companionship of a noble hearted brother.

Resolved, That we extend to the widow of our deceased brother our heartfelt sympathy in the great bereavement she is called upon to bear, and would commend her to Him who alone can comfort and sustain her. Also, be it

Resolved, That we extend to his widow our heartfelt thanks for a large and handsome picture in a gold frame, of our late brother, to adorn our Lodge room, so that we may ever be reminded of his noble qualities of heart. And be it further

Resolved, That a copy of these resolutions be presented to the bereaved widow, also a copy to the *Firemen's Magazine* for publication.

GEORGE EMERY,
STEPHEN J. MULLEN, } *Committee.*
EDWARD CHAMBERLAIN, }

MINNEAPOLIS, MINN., April 21, 1888.

At a regular meeting of Minneapolis Lodge, No. 270, B. of L. F., held April 21, 1888, the following resolutions were unanimously adopted:

WHEREAS, It is with heartfelt sorrow that we are called upon to announce that death has once once more invaded our ranks and taken from our midst, Bro. Charles Scheld, and

WHEREAS, In the death of Bro. Scheld, the Brotherhood of Locomotive Firemen loses an earnest supporter of our principles, and a true Brother, his family an affectionate husband and father, his employers a faithful and trustworthy man, and the community a citizen whose upright and noble life was a standard of emulation to his fellows; therefore be it

Resolved, That while we mourn his untimely end, and deplore the sad fate that has deprived us of the companionship of a noble hearted Brother, we are consoled by the hope that our loss is his gain, and that he is now enjoying the reward of a noble, useful and Christian life.

Resolved, That while we deeply sympathize with the bereaved parents and relatives, we would sincerely direct them to the Savior, who is ever ready to help and comfort those who look to Him; that while we bow in humble submission to the will of our All-wise Father, we do not the less mourn the loss of our Brother, and most sincerely regret the desolation and sorrow it has brought to his happy home circle.

Resolved, That especially to his sorrow-stricken wife do we tender our most sincere and heartfelt sympathy, knowing well how inadequate words are to lessen the desolation of her heart, and earnestly wishing that it was in our power to soften the grief and anguish of the bereaved ones; that while we sympathize with his parents, brothers, sister, wife and children in their great loss, we also miss the one who has mingled with us for years, and we earnestly pray that our Heavenly Father, in His infinite mercy, will give them strength to bear up under this terrible blow; and we are reminded of the solemn warning "Be ye also ready," and we will endeavor to so shape our lives while here upon earth, as to be ready when Death comes knocking at our door, to give him the same answer that our deceased Brother did, when he said "God's will be done, I am ready."

Resolved, That we extend our sincere thanks to the Rev. Father Sandwever, of St. Elizabeth's Catholic church, for his kind attention to our deceased Brother during his sickness, and also for favors shown us at his funeral.

Resolved, That as a token of respect for our departed Brother, our Charter be draped in mourning for the space of thirty days, that a page of our minute book be suitably inscribed to his memory, that a copy of these resolutions be presented to his wife and mother and that they be published in the *Firemen's Magazine*.

GEO. H. SHARRICK,)
OLIVER JOHNSON,) *Committee*
A. M. GETCHELL, }

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

JULY, 1888.



**OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., July 1, 1888.**

Assessment Notice for July.

ASSESSMENTS NOS. 21 AND 22, \$2.00.

To Subordinate Lodges.

DEAR SIRS AND BROTHERS: You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 220. B. A. Van Buren, of J. B. Maynard Lodge, No. 193, was killed by Railroad Accident, January 1st, 1888.

CLAIM No. 221. C. D. Atkinson, of F. G. Lawrence Lodge, No. 172, was killed in a Collision, January 4th, 1888.

CLAIM No. 222. Joseph Parsons, of Adopted Daughter Lodge, No. 3, died of Laryngophthisis, March 18th, 1888.

CLAIM No. 223. H. J. King, of Frisco Lodge, No. 51, died of Pneumonia, March 23d, 1888.

CLAIM No. 224. Jonah Evans, of Perseverance Lodge, No. 98, was killed by Railroad Accident, April 12th, 1888.

CLAIM No. 225. Walter Ward, of Van Bergen Lodge, No. 62, died of Typhoid Pneumonia, April 17th, 1888.

CLAIM No. 226. Chas. Fry, of Alexia Lodge, No. 96, died of Consumption, May 3d, 1888.

CLAIM No. 227. Aaron Harrison, of Cactus Lodge, No. 94, died from Scalds sustained by the bursting of a flue, May 4th, 1888.

CLAIM No. 228. Albert S. Prey, of Deer Park Lodge, No. 1, died of Congestion of Lungs, May 5th, 1888.

CLAIM No. 229. A. A. Stillwell, of Alexia Lodge, No. 96, was killed by Railroad Accident, May 6th, 1888.

CLAIM No. 230. David L. Reese, of Just In Time Lodge, No. 149, died of Dropsy, May 8th, 1888.

CLAIM No. 231. C. T. Eckart, of Loyal Lodge No. 207, was killed by Railroad Accident, May 9th, 1888.

CLAIM No. 232. A. Lightbody, of West Shore Lodge, No. 213, died of Diphtheria, May 13th, 1888.

CLAIM No. 233. Mortimer Acker, of C. R. Whipple Lodge, No. 142, died by Accidental Drowning, May 18th, 1888.

CLAIM No. 234. August Walters, of Albany City Lodge, No. 230, was declared totally disabled with Consumption, May 23d, 1888.

CLAIM No. 235. Frank E. Stine, of Guide Lodge, No. 125, was killed by Railroad Accident, May 26th, 1888.

CLAIM No. 236. David W. Travis, of Northwestern Lodge, No. 82, was declared totally disabled by Anchylosis, May 28th, 1888.

CLAIM No. 237. Philip Dwyer, of Just In Time Lodge, No. 149, died of Consumption, May 28th, 1888.

CLAIM No. 238. James A. Mills, of Anchor Lodge, No. 54, was declared totally disabled by the Crushing of his Leg, June 13th, 1888.

CLAIM No. 239. Edw. P. MacDonald, of Just In Time Lodge, No. 149, was declared totally disabled with Anchylosis, June 14th, 1888.

Two assessments amounting to **Two DOLLARS**, are levied for the payment of the above claims as follows:

Assessment No. 21 is levied on **Claim No. 233**, and all members who were admitted on or before May 18th, 1888, are liable therefor.

Assessment No. 22 is levied on **Claim No. 239**, and all members who were admitted on or before June 14th, 1888, are liable therefor.

You are required to pay the above assessments to the Collector of your Lodge on or before June 25th, 1888, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

**OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., July 1st, 1888.**

Subordinate Dues Notice.

FIRST QUARTER, 1888-89.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified that your Subordinate Dues for the quarter ending October 31st, 1888 (being the first quarter in the year 1888-89), are now payable and must be paid to the Collector of your Lodge on or before August 1st, 1888, otherwise you will stand suspended from all benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 55 of the Constitution of Subordinate Lodges.

Yours fraternally,
EUGENE V. DEBS, G. S. and T.

**OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., July 1, 1888.**

Grand Dues Notice.

1888-89. \$1.50.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS: You are hereby notified that the amount of One Dollar and Fifty cents (\$1.50) for Grand Dues for the year ending July 31, 1889, is now due and must be paid on or before August 1, 1888. Any member failing or refusing to make payment of his Grand Dues as above required, will stand suspended from all the benefits of the Order until he has paid up and been reinstated by a vote of his Lodge, as provided in Section 53, (Page 45) of the Constitu-

tion. Collectors are required to deliver their returns for Grand Dues, together with the proper statements, to the Receivers of their Lodges not later than August 15th, and Receivers are required to forward the same so as to reach the Grand Lodge not later than August 10th, as provided in Section 52 (Page 44) of the Constitution.

Yours fraternally,

EUGENE V. DEBS, G. S. and T.

OFFICE OF THE GRAND LODGE, }
TERRE HAUTE, IND., May 1, 1888. }

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—Your attention is called to the following special notices:

THE PASS.

The Pass taking effect July 1st (for July, August and September) has been forwarded to the Master of each Lodge.

JOINT CIRCULAR.

A Circular issued jointly by the Grand International Division, B. of L. E. and Grand Lodge, B. of L. F., giving an exhaustive report of the C., B. & Q. strike has been mailed to each Lodge.

SPECIAL ASSESSMENTS.

All members who have not paid their special assessments in full (to and including No. 14) on or before July 25th, stand expelled for non-payment from and after July 26th and will be so reported by the Secretary of each Lodge to the Grand Lodge. This is the law of the Order and the Grand Lodge has no authority to grant an extension of time for the payment of assessments under any circumstances.

RECEIPTS.

A member to be in good standing to date must hold a receipt for his *Grand Dues* for the year ending July 31st, 1888; also for *Subordinate Dues* for the quarter ending July 31st, 1888; also for *Assessment No. 20*, (for June); also for *Special Assessments* to and including No. 14. Any member not holding these receipts stands suspended from all the benefits of the Order, and can only be reinstated by a vote of his Lodge. Examine your receipts and see that you have them correct.

TO COLLECTORS.

In collecting the double assessments (Nos. 21 and 22) issued for July, you will not issue a receipt to a member unless he pays *both* assessments. You can not accept payment unless the full amount (\$2.00) is paid, and then you will issue one receipt for both assessments.

In preparing your statements, to deliver to the Receiver, remember that separate statements must be made for each assessment, viz: two statements for No. 21, and two for No. 22. You will receive four blank statements from the Grand Lodge for that purpose. Each assessment must be credited on the statements the same as you have heretofore credited single assessments, by placing a figure (1) one in the "current assessment" column opposite the names of those who have paid. In no case can both assessments be credited on the same statements as the law requires separate returns to be made for each assessment that is levied. You will deliver your statements and returns for *both* assessments to your Receiver on the 26th day of the month as usual.

In collecting Grand Dues you will not accept less than the full amount (\$1.50) from each member. You will then issue a receipt "for Grand Dues for the year ending July 31st, 1888." In making your returns to the Receiver use the *Grand Dues statements* specially forwarded for that purpose, and no other.

Yours fraternally,

F. P. SARGENT, G. M.

E. V. DEBS, G. S. and T.

Unknown Addresses.

J. H. CRONIN, of Eclipse Lodge No. 107, is requested to correspond with the Secretary of his Lodge.

J. A. FRAZIER, of Old Kentuck Lodge No. 104, is requested to correspond with the Secretary of his Lodge.

I. O. BROWNE, of Anderson Lodge No. 278, is requested to correspond with the Secretary of his Lodge.

PETER MURPHY, of Avon Lodge No. 38, is requested to correspond with the Secretary of his Lodge.

FRANK FITZGERALD, of Reno Lodge No. 258, is requested to correspond with the Collector of his Lodge.

ROBT. FRISBY, of the Northern Central Railroad shops, Baltimore, Md., would be pleased to have the present address of his brother, E. S. Frisby, supposed to be in Texas. If any Brother is acquainted with the present address, please inform him.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., June 1, 1888. }

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending May 31, 1888:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 18.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 18.	TOTAL.
1	\$4 00	\$77 00	\$81 00	42		\$31 00	\$31 00
2		19 00	19 00	43	\$86 00	83 00	169 00
3	12 00	172 00	184 00	44		70 00	70 00
4	3 00	97 00	100 00	45	3 00	59 00	62 00
5	1 00	89 00	90 00	46	9 00	44 00	53 00
6	3 00	67 00	70 00	47	12 00	90 00	102 00
7		34 00	34 00	48		68 00	68 00
8	1 00	51 00	52 00	49		42 00	42 00
9		94 00	94 00	50	118 00	101 00	219 00
10	5 00	71 00	76 00	51	2 00	51 00	53 00
11	1 00	111 00	112 00	52	8 00	88 00	96 00
12	7 00	232 00	239 00	53		25 00	25 00
13		96 00	96 00	54	6 00	96 00	102 00
14	3 00	144 00	147 00	55	2 00	22 00	24 00
15		43 00	43 00	56	5 00	19 00	24 00
16		132 00	132 00	57	3 00	225 00	228 00
17		21 00	21 00	58			
18	6 00	58 00	64 00	59	7 00	67 00	74 00
19	39 00		39 00	60		66 00	66 00
20		29 00	29 00	61		50 00	50 00
21	2 00	47 00	49 00	62		58 00	58 00
22	2 00	22 00	24 00	63		43 00	43 00
23	40 00	45 00	85 00	64		15 00	15 00
24		34 00	34 00	65			
25		46 00	46 00	66		57 00	57 00
26		71 00	71 00	67	36 00	102 00	138 00
27		84 00	84 00	68	2 00	58 00	60 00
28		66 00	66 00	69		43 00	43 00
29		36 00	36 00	70	3 00	32 00	35 00
30	3 00	15 00	18 00	71		65 00	65 00
31	22 00	44 00	66 00	72	1 00	125 00	126 00
32		26 00	26 00	73	6 00	63 00	69 00
33		58 00	58 00	74		25 00	25 00
34		61 00	61 00	75	12 00	105 00	117 00
35				76	8 00	38 00	46 00
36	2 00	44 00	46 00	77	2 00	107 00	109 00
37		37 00	37 00	78		48 00	48 00
38		64 00	64 00	79	5 00	45 00	50 00
39	21 00	38 00	57 00	80		95 00	95 00
40	81 00	72 00	153 00	81	101 00		101 00
41	4 00	22 00	26 00	82		89 00	89 00

Beneficiary Statement—Continued.

Lodge No.	Back Assessm'ts.	Assessm't No. 18.	TOTAL.	Lodge No.	Back Assessm'ts.	Assessm't No. 18.	TOTAL.
83	\$1.00	\$48.00	\$49.00	163	\$4.00	\$12.00	\$16.00
84		67.00	67.00	164		36.00	36.00
85	6.00	45.00	51.00	165		42.00	42.00
86		50.00	50.00	166		44.00	44.00
87	15.00	30.00	45.00	167		34.00	34.00
88		43.00	43.00	168		76.00	76.00
89				169	1.00	127.00	128.00
90	38.00	31.00	69.00	170	5.00	38.00	43.00
91		18.00	18.00	171	1.00	22.00	23.00
92		18.00	18.00	172	46.00	42.00	88.00
93	20.00	68.00	88.00	173		41.00	41.00
94				174		126.00	126.00
95		103.00	103.00	175		37.00	37.00
96		41.00	41.00	176		15.00	15.00
97	4.00	62.00	66.00	177	2.00	45.00	47.00
98	3.00	36.00	39.00	178	11.00	51.00	62.00
99		91.00	91.00	179		45.00	45.00
100		34.00	34.00	180	2.00	5.00	7.00
101	7.00	131.00	138.00	181		21.00	21.00
102	3.00	25.00	28.00	182		32.00	32.00
103	3.00	101.00	104.00	183		32.00	32.00
104		20.00	20.00	184		18.00	18.00
105	7.00	121.00	128.00	185	2.00	15.00	17.00
106		25.00	25.00	186	13.00	57.00	70.00
107	7.00	97.00	104.00	187	18.00	17.00	35.00
108		22.00	22.00	188		76.00	76.00
109		58.00	58.00	189		30.00	30.00
110	2.00	25.00	27.00	190	7.00	19.00	26.00
111		64.00	64.00	191		23.00	23.00
112	3.00	32.00	35.00	192			
113	2.00	38.00	40.00	193	3.00	21.00	24.00
114		21.00	21.00	194	7.00	26.00	33.00
115	1.00	25.00	26.00	195	4.00	31.00	35.00
116	1.00	54.00	55.00	196		14.00	14.00
117		53.00	53.00	197	2.00	37.00	39.00
118	5.00	20.00	25.00	198			
119		33.00	33.00	199		31.00	31.00
120	5.00	83.00	88.00	200	9.00	12.00	21.00
121		59.00	59.00	201	6.00	41.00	47.00
122	1.00	53.00	54.00	202		44.00	44.00
123	8.00	61.00	69.00	203	6.00	53.00	59.00
124	9.00	33.00	42.00	204			
125	18.00	41.00	59.00	205	4.00	50.00	54.00
126	28.00		28.00	206		9.00	9.00
127	1.00	56.00	57.00	207		69.00	69.00
128		20.00	20.00	208	1.00	44.00	45.00
129		62.00	62.00	209	2.00	20.00	22.00
130		84.00	84.00	210	40.00	42.00	82.00
131	3.00	51.00	54.00	211	2.00	54.00	56.00
132	4.00	32.00	36.00	212		24.00	24.00
133		27.00	27.00	213		24.00	24.00
134		32.00	32.00	214		40.00	40.00
135	15.00	16.00	31.00	215		52.00	52.00
136	21.00	21.00	42.00	216		52.00	52.00
137		30.00	30.00	217		30.00	30.00
138		36.00	36.00	218	1.00	7.00	8.00
139				219	4.00	45.00	49.00
140	15.00	52.00	67.00	220	1.00	50.00	51.00
141	21.00	93.00	114.00	221		34.00	34.00
142	4.00	84.00	88.00	222	11.00	23.00	34.00
143	3.00	15.00	18.00	223		14.00	14.00
144	4.00	25.00	29.00	224	8.00	31.00	39.00
145		38.00	38.00	225		18.00	18.00
146	42.00	41.00	83.00	226		30.00	30.00
147		46.00	46.00	227		22.00	22.00
148		27.00	27.00	228		116.00	116.00
149	1.00	214.00	215.00	229		32.00	32.00
150		51.00	51.00	230	1.00	61.00	62.00
151	3.00	58.00	61.00	231		46.00	46.00
152	37.00	35.00	72.00	232	1.00	21.00	22.00
153		32.00	32.00	233		29.00	29.00
154	1.00	32.00	33.00	234		20.00	20.00
155				235		37.00	37.00
156	2.00	38.00	40.00	236	19.00	9.00	28.00
157		20.00	20.00	237	11.00	64.00	75.00
158		68.00	68.00	238		18.00	18.00
159	1.00			239		31.00	31.00
160	1.00	46.00	47.00	240	2.00	83.00	85.00
161	4.00	41.00	45.00	241		16.00	16.00
162	3.00	95.00	98.00	242		74.00	74.00

Beneficiary Statement—Continued.

Lodge No.	Back Assessm'ts.	Assessm't No. 18.	TOTAL.	Lodge No.	Back Assessm'ts.	Assessm't No. 18.	TOTAL.
243		\$14.00	\$14.00	312	\$1.00	\$30.00	\$31.00
244	\$9.00	81.00	90.00	313	1.00	37.00	38.00
245		32.00	32.00	314			
246				315		46.00	46.00
247		15.00	15.00	316		45.00	45.00
248	2.00	33.00	35.00	317		61.00	61.00
249		13.00	13.00	318	1.00	15.00	16.00
250		77.00	77.00	319	3.00	22.00	25.00
251		47.00	47.00	320	9.00	32.00	41.00
252		79.00	79.00	321			
253		36.00	36.00	322		81.00	81.00
254	2.00	24.00	26.00	323		28.00	28.00
255	17.00	40.00	57.00	324	1.00	9.00	10.00
256				325		16.00	16.00
257		29.00	29.00	326	8.00	33.00	41.00
258		23.00	23.00	327	26.00	22.00	48.00
259				328		41.00	41.00
260		17.00	17.00	329		17.00	17.00
261				330	12.00	11.00	23.00
262		29.00	29.00	331		28.00	28.00
263		38.00	38.00	332		15.00	15.00
264		42.00	42.00	333		78.00	78.00
265	1.00	56.00	57.00	334		13.00	13.00
266	6.00	44.00	50.00	335		30.00	30.00
267	8.00	33.00	41.00	336	6.00	5.00	11.00
268		10.00	10.00	337	2.00	50.00	52.00
269		41.00	41.00	338		18.00	18.00
270		67.00	67.00	339		22.00	22.00
271		20.00	20.00	340		22.00	22.00
272		30.00	30.00	341		19.00	19.00
273		39.00	39.00	342		18.00	18.00
274				343		13.00	13.00
275		35.00	35.00	344		18.00	18.00
276				345			
277		9.00	9.00	346		12.00	12.00
278	11.00			347		13.00	13.00
279	7.00	8.00	15.00	348		17.00	17.00
280		22.00	22.00	349	65.00	42.00	107.00
281		33.00	33.00	350		24.00	24.00
282		15.00	15.00	351		12.00	12.00
283	6.00	38.00	44.00	352		83.00	83.00
284		85.00	85.00	353		25.00	25.00
285		49.00	49.00	354	1.00	58.00	59.00
286	1.00	73.00	74.00	355	5.00	16.00	21.00
287		86.00	86.00	356		30.00	30.00
288		17.00	17.00	357		46.00	46.00
289	1.00	11.00	12.00	358		12.00	12.00
290				359		18.00	18.00
291		41.00	41.00	360	1.00	32.00	33.00
292				361		31.00	31.00
293		14.00	14.00	362		20.00	20.00
294		23.00	23.00	363		34.00	34.00
295				364	6.00	18.00	24.00
296		20.00	20.00	365		28.00	28.00
297		13.00	13.00	366	2.00	10.00	12.00
298		15.00	15.00	367		13.00	13.00
299		37.00	37.00	368		12.00	12.00
300		40.00	40.00	369		22.00	22.00
301	2.00	25.00	27.00	370		12.00	12.00
302		21.00	21.00	371		14.00	14.00
303		18.00	18.00	372		20.00	20.00
304		28.00	28.00	373			
305	2.00	10.00	12.00	374	5.00	7.00	12.00
306		41.00	41.00	375		15.00	15.00
307		42.00	42.00	376		20.00	20.00
308	18.00		18.00	377		19.00	19.00
309	4.00	32.00	36.00	378		17.00	17.00
310	8.00	25.00	33.00	379		21.00	21.00
311		24.00	24.00				

Balance on hand May 1. \$22,927.00
 Received during month. 16,808.00

Total. \$39,735.00
 By Claims 192, 193, 194, 195, 196, 197, 198, 199,
 200, 201, 202, 203, 204, 205, 206, 207, 208 and
 209. 27,000.00

Balance on hand June 1. \$12,735.00
 Respectfully submitted,
 EUGENE V. DEBS, G. S. and T.

Grand Lodge.

- F. P. SARGENT** Grand Master
Terre Haute, Indiana.
- J. J. HANNAHAN** Vice Grand Master
Box 656, Englewood, Ill.
- E. V. DEBS** Grand Secretary and Treasurer
Terre Haute, Indiana.
- E. V. DEBS** Editor and Manager of Magazine
Terre Haute, Indiana.
- BOARD OF GRAND TRUSTEES.**
- C. W. GARDNER** Chairman
Box 738, Fort Dodge, Iowa.
- O. C. SUTHERLAND** Secretary
Horton, Kansas.
- L. P. SMITH** 292 Fulton Street, Chicago, Ill.
- GRAND EXECUTIVE BOARD.**
- HARRY WALTON** Chairman
430 Wyoming Street, West Philadelphia, Pa.
- W. E. BURNS** Secretary
122 Newberry Avenue, Chicago, Ill.
- J. J. LEAHY** 2627 Fremont St., Philadelphia, Pa.
- F. K. HOLL** 806 22d ave S., Minneapolis, Minn.
- W. H. McDONNELL** 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. **DKER PARK; Port Jervis, N. Y.**
Meets in Union Hall at 2 P. M. every Sunday.
G. E. Carmer Master
Wm. Uhlman Secretary
Wm. Van Dine Collector
C. E. Barkman, Box 26 Receiver
S. H. Ferguson, Box 386 Magazine Agent
2. **HAND IN HAND; Providence, R. I.**
Meets 2d Monday of each month, at 8:30 P. M., in Engineers' Hall.
C. Anthony Taft, 326 Chalkstone ave Master
Jas. Healy, 68 Lippitt St Secretary
W. A. Aldrich, 271 Smith St Collector
J. W. Williams, 25 Kilton st., Taunton, Mass. Receiver
C. E. Harmon, East Providence, R. I. Magazine Agent
3. **ADOPTED DAUGHTER; Jersey City, N. J.**
Meets 2d and 4th Sundays in bank building, Cor. Washington and Plymouth Sts.
Jos. Capner, Jr., 243 Second St Master
E. P. Hutton, 178 Fourth St Secretary
J. B. Sweet, 147 Academy St Collector
C. E. Benter, 1060 Herkimer St., Brooklyn, New York Receiver
S. Simpson, 572 Jersey Ave Magazine Agent
4. **GREAT EASTERN; Portland, Maine.**
Meets in B. of L. E. Hall, 1st and 3d Sundays.
W. P. F. Carroll, 89 Summer St Master
C. D. Getchell, 11 Brattle St Secretary
A. E. Dennison, 23 Merrill St Collector
F. A. Huff, 47 Hanover St Receiver
F. E. Pottle, 72 Waterville st Mag. Agent
5. **CHARITY; St. Thomas, Ontario.**
Meets in Engineer's Hall every Tuesday at P. M.
Thos. Quirk, Box 1273 Master
A. S. Adams, Box 1273 Secretary
L. D. Norton, Box 1273 Collector
Frank Turrill, Box 1273 Receiver
Wm. Deyell, Box 1273 Magazine Agent
6. **PRIDE OF THE WEST; De Soto, Mo.**
Meets 1st and 3d Mondays at 1 P. M.
R. H. Lanham, Box 403 Master
F. J. Parker, Box 431 Secretary
Fred Gratiot Collector
John Moore, Box 189 Receiver
Wm. Ross Magazine Agent
7. **POTOMAC; Washington, D. C.**
Meets in Monumental Building, Pennsylvania Avenue, northwest, Bet. 1st and 2d streets.
James B. May 477 1/2 F. St. S. W. Master
Wm. C. Jasper, 906 Fourth St. S. E. Secretary
A. J. Williams, 827 C. St. S. W. Collector
F. P. Luddy, 442 2d St. S. W. Receiver
Jos. M. Harmon, 1417 Maryland Ave., Baltimore, Md. Mag. Agent
8. **RED RIVER; Denison City, Texas.**
Meets in King's Hall, Woodford St., every Saturday at 7 P. M.
J. F. Cramer Master
R. E. Sherrill, 518 Aren Ave Secretary
T. W. Weaver Collector
J. Crofton, L. Box 318 Receiver
C. W. Jeffries Magazine Agent
9. **FRANKLIN; Columbus, Ohio.**
Meets at 614 1/2 N. High St., first Monday and third Tuesday evenings.
F. W. Arnold, 544 E. Main St. Master
C. C. Colt, 976 Pennsylvania Ave Secretary
N. T. Beynon, 97 St. Clair St Collector
F. J. Kistler, 212, 214 South High St Receiver
Leonard Lawrence, 889 Curtis Ave Mag. Agent
10. **FOREST CITY; Cleveland, Ohio.**
Meets 2d and 4th Tuesdays at 7 P. M., in Odd Fellows Hall, 52 Public Square.
Jas. F. Tousley, 24 Alford St., S. S. Master
A. G. Laubscher, Seward St., W. Secretary
T. P. Curtis, 41 West Madison St. Collector
John Croft, 81 Penn St Receiver
A. G. Laubscher, Seward St., West Cleveland Mag. Agent
11. **EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays in Grimers Hall.
Ruben Tyndall Master
C. A. Stevenson Secretary
Oliver Kidney, 633 Main St. Collector
J. W. Sinclair, L. Box 96 Receiver
A. L. Vandegrift Mag. Agent
12. **BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. J. Knauff, 238 Fifth St Master
Wm. J. Bruman, 395 Swan St Secretary
H. Adams, 252 Seneca St Collector
F. H. Coe, 4 Hickory St. Receiver
A. S. Bickley, 367 Myrtle St. Magazine Agent
13. **WASHINGTON; Jersey City, N. J.**
Meets 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M. Cor. Maple St., and Pacific Ave.
C. A. Wilson, 141 Pacific Ave Master
Mellick Shick, 141 Pacific Ave Secretary
P. C. Quick, Somerville, N. J. Collector
C. A. Wilson, 141 Pacific Ave Receiver
D. M. Blake, 254 Communipaw Ave., Mag. Agent
14. **EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. at 34 W. Washington St., fourth floor.
Wm. P. McBride, 485 E. Georgia St. Master
Wm. J. Hugo, 45 Ruckle St Secretary
E. J. Kline, 635 North West St Collector
Wm. J. Hugo, 45 Ruckle St Receiver
W. R. Jones, 64 So. West St Mag. Agent
15. **ST. LAWRENCE; Montreal, Canada.**
Meet in St. Charles Club Room, Point St. Charles.
James Murphy, 455 Wellington St, Point St. Charles, Montreal Master
James Ashcroft, 114 Congregation St., Point St. Charles, Montreal Secretary
W. F. Stocker, 127 1/2 Bourgeois St., Point St. Charles, Montreal Collector
H. J. Clarke, 49 1/2 Charron St., St. Gabriel, Montreal Receiver
H. J. Clarke, 49 1/2 Charron St., Pt. St. Charles, Montreal, Canada Mag. Agent
16. **VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs Master
J. F. O'Reilly, 431 N. 4th St Secretary
Henry Balesdorf, 203 N. 12th St Collector
C. A. Bennett, 1004 N. 9th St Receiver
E. W. Bundy, 702 N. 14 1/2 St. Magazine Agent
17. **FINE RIDGE; Chadron, Neb.**
Meets 1st and 3d Sundays, at Masonic Hall.
W. M. Shirley, Box 341 Master
E. M. Wiles, L. Box 321 Secretary
E. M. Wiles, L. Box 321 Collector
R. Chandler, L. Box 307 Receiver
J. H. Butler, Long Pine, Neb. Magazine Agent

- 18. WEST END; Slater, Mo.**
Meets in I. O. O. F. Hall 1st and 3d Sunday nights.
E. A. Jones, Box 128 Master
O. S. Frazier, Box 186 Secretary
Greeley Olds Collector
J. Kinney, Box 154 Receiver
A. Disney Magazine Agent
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:00 P. M.
J. B. Cunningham, Box 8 Master
W. J. Patten, Box 8 Secretary
H. E. Huston, Box 8 Collector
J. S. Raitt, Box 8 Receiver
H. L. Huston Magazine Agent
- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 P. M.
Geo. C. Wells, Box 117 Master
W. R. Van Harten, Box 412 Secretary
Wm. Zerwick, Box 262 Collector
W. R. Van Harten, Box 412 Receiver
E. L. Pick Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M., at 902 So. 4th St.
Phil. C. Snyder, 712 S. Eighteenth St. Master
Ell Giclas, 944 Chouteau Ave Secretary
D. C. McClintock, 2016 Gratiot st Collector
W. A. Murphy, 944 Chouteau Ave Receiver
Ell Giclas, 944 Chouteau Ave Magazine Agent
- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
L. Sullivan, 882 W. Washington St., Indianapolis, Ind. Master
F. A. Bonner Secretary
Dan. O'Connor Collector
L. Sullivan, 882 W. Washington St., Indianapolis, Ind. Receiver
George Braah Magazine Agent
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Mondays, over Wheeler's bank.
M. Stevens Master
J. H. Snoddy, Box 7 Secretary
J. S. Ott, Box 381 Collector
J. H. Snoddy, Box 7 Receiver
W. F. Stephens Magazine Agent
- 24. GREAT WESTERN; Parsons, Kansas.**
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
J. E. Powell, Box 144 Master
F. E. Green, Box 413 Secretary
J. G. Morris, Box 288 Collector
J. E. Powell, Box 144 Receiver
J. W. Terrell, Box 322 Magazine Agent
- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
W. H. Cummings, Box 426 Master
George McCormack, Box 2 Secretary
H. C. Barron, Box 766 Collector
Simon Rogers Receiver
W. J. Webster Magazine Agent
- 26. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays in B. L. E. Hall.
Thos. Williams Master
Thomas Williams Secretary
H. E. Megee Collector
C. W. Lamberton Receiver
C. A. Rich Magazine Agent
- 27. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d Sunday at 2:30 P. M. and 4th Mondays at 7:30 P. M. at Room 13 O'Hara's Block.
F. McArdle, 306 B Ave., west Master
A. A. Owens, 178 C Ave Secretary
J. L. Jennings, 328 G Ave, W Collector
C. B. Everett, 46 avenue A Receiver
J. H. McKensie, 172 B Ave Magazine Agent
- 28. ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
Chas. W. Baakins Master
John T. Stuart, Box 367 Secretary
W. H. Coleman, Box 214 Collector
M. J. Cronen Receiver
B. H. Stimson Box 15 Magazine Agent
- 29. CERRO GORDO; Mason City, Iowa.**
Meets 1st and 3d Tuesday evening of each month cor. Second and Main Sts.
Chas S. Holman Master
J. H. Fulton, Box 706 Secretary
Max Newbourns Collector
J. H. Fulton, Box 706 Receiver
Stephen A. Trine Mag. Agent
- 30. CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
E. T. Gregory, 514 Baxon St Master
R. A. Corson, Box 1154 Secretary
E. T. Gregory, 514 Baxon St Collector
R. A. Corson, Box 1154 Receiver
F. Fern, care J. C. R. E. shop Magazine Agent
- 31. B. B. CENTRE; Atchison, Kansas.**
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
M. Warner, 1001 Commercial St Master
C. H. Morris, 105 S. 3d St Secretary
Frank Short, 1511 Main St Collector
John Connor, 1408 Main St Receiver
C. H. Norris, 901 Commercial St Mag. Agent
- 32. BORDER; Ellis, Kansas.**
Meets Tuesday evenings at 7:30 in I. O. O. F. Hall.
G. M. McClure, Box 206 Master
J. L. Clark, Box 244 Secretary
A. M. Petrie, Box 108 Collector
T. J. Welsh, Box 107 Receiver
Harry Stigall Magazine Agent
- 33. SUCCESS; Trenton, Mo.**
Meets in O. R. C. Hall 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays at 7 P. M.
B. N. Sugg Master
Thomas Griffin, Box 145 Secretary
Wm. Echermen Collector
F. White Receiver
F. J. Fischer Magazine Agent
- 34. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2:30 P. M. in Engineer's Hall, Fourth St.
John A. Lake, 419 Tenth Ave Master
J. M. Wheeler, 515 Comanche Ave Secretary
F. A. Kinch, 522 Seventh Ave Box 381 Collector
Wm. Irving, 534 8th Ave Receiver
Joseph F. Butler, 1705 S. 5th St Mag. Agent
- 35. AMBOY; Amboy, Ill.**
James Lavell Master
Thomas Monahan Secretary
Jas. Bersley Collector
Thomas Monahan Receiver
Jas. P. Duggan Magazine Agent
- 36. TIPPECANOE; Lafayette, Ind.**
Meets in Red Men's Hall at 2 P. M. Sundays
J. E. Crusey, 193 N. 6th St Master
G. H. Newburg, 189 N. Sixth St Secretary
Geo. E. Smith, Columbia street Reel House, bet. 5th and 6th Collector
W. R. Johnson, 110 S. 4th St Receiver
M. S. Hewes, 82 Smith St Magazine Agent
- 37. NEW HOPE; Centralia, Ill.**
Meets every Sunday at 2 P. M.
H. G. McCormick, Box 151 Master
W. D. Holton Secretary
W. D. Hoton, Box 244 Collector
C. W. Styles Receiver
T. J. Prickett Magazine Agent
- 38. AVON; Stratford, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
Wm. O'Brien, Box 318 Master
J. T. Burke, Box 318 Secretary
Wm. O'Brien, Box 318 Collector
G. Nursey, Box 318 Receiver
Eugene A. Ball Magazine Agent
- 39. TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M., in Red Men's Hall.
W. T. Clark, 2504 Fifth Ave Master
C. J. Dahl, 3052 9th Ave Secretary
J. McDarroh Collector
R. E. Reeves Receiver
Carl Boltz, 3081 Fifth Ave Magazine Agent

49. **BLOOMING**; Bloomington, Ill.
Meets 910 W. Chestnut st., Tuesdays, at 7:30 P. M.
E. Browning, 714½ W. Washington St. Master
W. Cavanaugh, 902 N. Lee St. Secretary
Geo. Meade Collector
W. Cavanaugh, 902 N. Lee St. Receiver
Ed. J. Spreen, 608 N. Mason St., Magazine Agent
41. **ONWARD**; Dickinson, Dakota.
Meets every Thursday at 7:30 P. M.
W. F. Cunningham, 11. Box 215 Master
O. A. Dasekey, Box 17 Secretary
E. E. Hagan Collector
Joe Crosthwaite Receiver
E. E. Hagan Magazine Agent
42. **ELMO**; Madison, Wis.
Meets in Good Templars Hall 2d and 4th Sundays.
A. Tyler, 821 University Ave Master
Peter Former, 701 Main St. Secretary
Jno. Harrington, 520 Main St. Collector
A. Tyler, 821 University Ave Receiver
Alfred Tyler, 821 University Ave Mag. Agent
43. **ST. JOSEPH**; St. Joseph, Mo.
Meets 1st and 3d Thursdays at I. O. O. F. Hall, 10
Pacific St.
F. O. Porter, N. E. Cor. Thirteenth and
Penn. Sts. Master
W. W. Sowden, 2123 S. Fifth St. Secretary
Jas. Hyndman, 2216 S. Sixth St. Collector
C. B. Wilson, 2203 S. Sixth St. Receiver
C. B. Porter, 2324 S. 6th St., St. Joseph,
Mo Magazine Agent
44. **F. W. ARNOLD**; East St. Louis, Ill.
Meets alternate Tuesdays, at 7:30 P. M. in Jack-
ieach Hall on Missouri and Main sts.
T. J. Hayes, Box 375 Master
C. E. Long, Box 354 Secretary
John U. Roy Collector
Thos. Halpin Receiver
T. J. Hayes, Box 375 Magazine Agent
45. **ROSE CITY**; Little Rock, Ark.
Meets in Quapaw Hall every Monday night.
Jept Stout, 808 W. Fifth St. Master
Ed Chamberlain, 815 Water St. Secretary
Thos. A. Howell, 1415 W. 4th St. Collector
George Emery, 802 North St. Receiver
Ed Chamberlain, 815 Water St. Mag. Agent
46. **CAPITAL**; Springfield, Ill.
Meets at Engineers' Hall, 217 South 5th st, 1st
and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st. Master
A. D. Hensley, 911 E. Reservoir st. Secretary
J. Shafer, 418 Monroe st. Collector
Thos. P. Walsh, 1424 South 7th st. Receiver
E. W. Rowland, 602 S. Seventh St. Mag. Agent
47. **TRIUMPHANT**; Chicago, Ill.
Meets 2d Monday evening and 4th Sunday after-
noons in P. S. O. of A. Hall, 146 E. 22d St.
Thos. S. Deegan, 298 E 22d St. Master
Harry Shilling, 3247 Dearborn St. Secretary
Harry Shilling, 3247 Dearborn St. Collector
Peter Schlax, 347 Michigan Ave. Receiver
Martin Creighton, 1436 Indiana Ave. Mag. Agent
43. **W. F. HYNES**; Peoria, Ill.
Meets in G. A. R. Hall 1st Saturday at 7:30 P. M.,
and 3d Sunday at 2 P. M.
A. G. Elbertson, 1024 N. Jefferson St. Master
J. V. Johnson, 412 Spencer St. Secretary
W. A. McMillan, 205 State St. Collector
G. C. Watt, 617 1st St. Receiver
Jas. E. Dillon, 503 Frink St. Magazine Agent
49. **J. M. RAYMOND**; Decatur, Ill.
Meets 2d and 4th Sundays at 3 P. M., in Engin-
eer's Hall, E. Eldorado St.
A. H. Sutton, 975 N. Water St. Master
Geo. Green, 1172 E. Marietta St. Secretary
Wm. H. Slater, 687 E. North St. Collector
Geo. Bashford, 730 N. Church St. Receiver
Wm. Langelt, 903 N. Morgan st. Magazine Agent
50. **GARDEN CITY**; Chicago, Ill.
Meets 1st and 3d Saturdays at 7:30 P. M.
H. W. Rouscup, 524 Fifty-sixth St. Master
John E. Davis, 5530 Butterfield St. Secretary
W. H. Green, 4837 State St. Collector
J. J. Coffey, 4234 Atlantic St. Receiver
G. W. Brislen, 4700 Wabash Ave. Mag. Agent
51. **FRISCO**; North Springfield, Mo
Meets 2d and 4th Saturdays of each month at
7:30 P. M. in Masonic Hall.
E. R. Harlan Master
Michael Gaffney Secretary
George Hasler Collector
C. H. Swinger Receiver
Chas. Schuler Mag. Agent
52. **GOOD WILL**; Logansport, Ind.
Meets every Sundays at 2 P. M., Cor. Fourth and
Market Sts.
H. C. Swadener, 1408 E. Broadway Master
W. A. McDonald, 1216 Smead St. Secretary
F. M. Wilt, 822 Fifteenth St. Collector
E. H. Laing, 1423 E. Broadway Receiver
J. A. Holland, corner George and 15th
Sts. Magazine Agent
53. **EMPORIA**; Emporia, Kansas.
Meets 1st and 3d Sundays of each month at A.
O. U. W. Hall, cor. Fifth and Conn sts.
John Turnpaugh, 2 Pine St. Master
Alvin Deen, Box 1198 Secretary
Jas. T. Bunt, 475 Neosha St. Collector
A. E. Pearce, L. box 1201 Receiver
W. R. Samuels, 524 Rural St. Mag. Agent
54. **ANCHOR**; Moberly, Mo.
Meets Tuesdays at 7 P. M. in Supplies Bros. Hall.
J. E. Madden Master
L. H. Kettler, Box 113 Secretary
James Scully, Box 543 Collector
James Dickson, Box 110 Receiver
J. S. Hannah, Box 1574 Mag. Agent
55. **BLUFF CITY**; Memphis, Tenn.
Meets 2d and 4th Thursday evenings, at No. 16
Johnson Ave.
Jacob Fuches, L. & N. Shops Master
John Spellman, L. & N. Shops Secretary
Jacob Wagner, L. & N. Shops Collector
Laurence Fox, L. & N. Shops Receiver
J. E. McFadden, 186 Johnson ave. Mag. Agent
56. **BANNER**; Staaberry, Mo.
Meets every Saturday night at 7:30 P. M.
D. L. Collier Master
T. H. Robotham Secretary
D. L. Collier Collector
J. J. Smith Receiver
George Mock Mag. Agent
57. **BOSTON**; Boston, Mass.
Meets 1st and 3d Sundays of each month at Odin
Hall, 47 Hanover st.
H. E. Stevens, 5 Davis St. Master
T. H. Haines, Ocean View St., Win-
throp, Mass Secretary
A. W. Spurr, 66 Hammond St. Collector
C. A. Fisher, 32 E. Springfield St. Receiver
L. R. Stewart, 38 Cross St., East
Sommerville, Mass Mag. Agent
58. **SACRAMENTO**; Rocklin, Cal.
Meet every Monday in Masonic Hall at 1 P. M.
C. C. Brown Master
C. E. Warrington Secretary
C. E. Warrington Collector
M. H. Tuttle Receiver
M. H. Tuttle Magazine Agent
59. **ROYAL GORGE**; South Pueblo, Colo.
Meets every Monday evening at 7:30.
M. N. Lines, 313 Spring St., Pueblo Master
Wm. Walk, Block T, No. 50, Pueblo Secretary
C. S. Walker, S. Mechanic St., Pueblo,
Colo. Collector
M. C. Donnelly, 316 E. 2d St., Pueblo Receiver
John Walk, Pueblo, Colo. Magazine Agent
60. **UNITED**; Philadelphia, Pa.
Meets alternate Sundays at Dover Hall, Marshall
St. above Susquehanna ave.
B. F. Pettit, 2055 N. Ninth St. Master
Josiah H. Fettes, 2341 Dickinson st, 81st
Ward Secretary
Howard Reeder, 1943 Lawrence st. Collector
John A. Falls, 2224 N. 2d St. Receiver
J. R. Race, 521 Diamond St. Mag. Agent

- 61. MINNEHABA; St. Paul, Minn.**
Meets 2d and 4th Sundays of each month.
A. E. Carle, 120 Granite St. Master
P. McLaughlin, 76 Sycamore St. Secretary
A. E. Carle, 120 Granite St. Collector
H. L. Buckley, 120 Granite St. Receiver
Jas. Johnson, 608 Warren St. Magazine Agent
- 62. VANBERGEN; Carbondale, Pa.**
Meets in Odd Fellows' Hall, 2d and 4th Sundays.
John P. McCawley Master
A. W. Banks, Box 479 Secretary
W. H. Brokenshiser Collector
O. E. Histed, L. Box 855 Receiver
O. E. Histed, L. Box 855 Magazine Agent
- 63. HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
John Myers, Box 772 Master
H. J. Bohn, 501 E. Main St. Secretary
John Wakely, Box 772 Collector
John Myers, Box 772 Receiver
T. A. Hudson Mag. Agent
- 64. SIOUX; Sioux City, Iowa.**
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
A. J. Goodrich, 1801 Sixth st. Master
Joseph G. Clevenger, 606 Market St. Secretary
Sidney Weir, 1201 Fifth St. Collector
L. B. Cutting, St. James, Minn. Receiver
Warren Bennett Mag. Agent
- 65. FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
Jas. B. Newcomer Master
H. H. Richardson Secretary
J. A. Robinson Collector
W. D. Grimes Receiver
George Woskie Magazine Agent
- 66. CHALLENGE; Belleville, Ontario.**
Meets in B. of L. F. Hall, 2d and 4th Sundays at 2:30 P. M.
Robert Milne, Belleville Station Master
Fred Link, Belleville Station Secretary
Wm. Logue, Box 9, Belleville Station Collector
Tim Daly, Jr., Box 99, Belleville Station, Receiver
R. Snell Magazine Agent
- 67. DOMINION; Toronto, Canada.**
Meets in I. O. O. F. Hall 2d and 4th Sundays at 2:30 P. M.
C. W. O. Dalby, 125 Augusta Ave. Master
S. Vaughan, 5 Draper St. Secretary
Jas. Pratt, 73 Huron St. Collector
S. Vaughn, 5 Draper St. Receiver
J. Pratt, 13 Huron St. Mag. Agent
- 68. LAU CLAIRE; Altoona, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
Martin E. Cuddy Master
Timothy Anglim Secretary
M. E. Cuddy Collector
Pat Keating Receiver
M. E. Duggan, Altoona, Wis. Mag. Agent
- 69. ISLAND CITY; Brockville, Ontario.**
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
John M. Phillips, Box 558 Master
I. J. Beecher, Box 558 Secretary
T. Shields, Box 558 Collector
I. J. Beecher, Box 558 Receiver
Benjamin Dickerson Magazine Agent
- 70. LONE STAR; Longview, Texas.**
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. C. Broderick, Box 411 Master
I. H. Stout, Box 411 Secretary
I. H. Stout, Box 411 Collector
Jas. Rutledge, Box 411 Receiver
C. W. Slayton Magazine Agent
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meets in B. of L. E. Hall 2d and 4th Sundays at 3 P. M.
Willard Robinson, L. Box 1183 Master
J. B. Ingalls, 81 Elm St. Secretary
R. W. Mills Collector
Elmer Kerr Receiver
J. E. Owens, Box 586 Magazine Agent
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
Wm. Wiggins, 45 Cooper St. Master
Geo. M. Kern, 552 So 4th st. Secretary
Garret M. Western, 568 Bridge St. Collector
Jas. L. Gibbs, Collinswood, N. J. Receiver
Henry Harris, 446 Henry St. Magazine Agent
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 302 Main St.
J. E. Johnson, 72 Jaques Ave. Master
Chas. A. Smith, 124 Central St. Secretary
Geo. T. Craft, 45 Sabin St. Collector
Chas. O. Sykes, 11 Goulding St. Receiver
E. A. Bragg, 8 Kilby St. Magazine Agent
- 74. KANSAS CITY; Kansas City, Mo.**
Meets in Foresters' Hall alternate Mondays.
D. McDonnell, 2114 Bellevue Ave. Master
J. M. Tierney, Box 73, Station "A" Secretary
R. Haslett, 2117 Madison avenue Collector
W. B. Roberts, 1608 Madison Ave. Receiver
H. O. Draper, Station "A" Magazine Agent
- 75. ENTERPRISE; Philadelphia, Pa.**
Meets 1st and 3d Sundays at G. A. R. Hall, N. E. Cor. 39th and Market Sts.
S. H. McFarland, 4069 Filbert St. Master
C. W. Reeves, 620 N. 38th St., W. Phila-
delphia Secretary
Frank Dupell, 3621 Aspen St. Collector
C. W. Reeves, 620 N. 38th St., W. Phila-
delphia Receiver
Frank Dupell, 3621 Aspen St. Magazine Agent
- 76. NEW ERA; Breckenridge, Minn.**
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian Master
John C. Nolan, L. Box 285 Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Fred Whitbred, Box 84 Magazine Agent
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M. in Neef's Hall, Fifteenth street.
Chas. D. Lane, 2848 Lawrence St. Master
W. F. Brundage, 1216 Larimer St. Secretary
D. L. Marrs, 445 Beecher ave, N. side Collector
W. F. Brundage, 1216 Larimer St. Receiver
J. F. Nally, 2724 Arapahoe St. Magazine Agent
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets 1st, 3d and 5th Thursdays at 7:30 P. M.
John Laybourne, 814 E. Third St. Master
E. K. Park, 519 Ohio St. Secretary
W. N. Mitchell, 321 Randolph St. Collector
Henry Myers, 318 Engineers' St. Receiver
C. L. Van Eiten, 1216 E. 5th St. Mag. Agent
- 79. J. M. DODGE; Roodhouse, Ill.**
Meets 1st and 3d Mondays and 2d and 4th Sundays, in Engineer's Hall.
C. A. Timlin Master
Chas. E. Stone Secretary
Chas. E. Stone Collector
R. Carroll Receiver
J. A. Wells Magazine Agent
- 80. SELF HELP; Aurora, Ill.**
Meets over 28 and 29 Broadway, every 2d Sunday.
John S. Slick, 447 Main St. Master
W. B. Miller, 110 Main St. Secretary
W. B. Miller, 110 Main St. Collector
Frank G. Boomer, 261 South Ave. Receiver
Fred E. Diamond, Tremont House Magazine Agent
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
Emery Scott Master
Geo. Watts, Box 1045 Secretary
W. J. Bain, Box 1763 Collector
R. Arundale, Box 599 Receiver
S. W. Green Magazine Agent

- 92. NORTHWESTERN; Minneapolis, Minn.**
Meet 1st Saturday evening and 3d Sunday afternoon of each month.
E. B. Mayo, 424 First avenue, south . . . Master
W. E. Richmond, 820 N. Girard Ave. . . Secretary
B. A. Bennett, 1116 Western Ave. . . Collector
W. E. Richmond, 820 N. Girard Ave. . . Receiver
Geo. E. Walker, 2130 Tenth Ave. So., Mag. Agent
- 93. TRINITY; Fort Worth, Texas.**
Meets in Firemen's Hall every Friday at 8 P. M.
I. M. Dean, L. Box 406 . . . Master
Chas. T. Elliott, L. Box 406 . . . Secretary
I. M. Dean, L. Box 406 . . . Collector
James Jay, Box 406 . . . Receiver
E. D. Hartzell, 613 E. 15th St. . . Magazine Agent
- 94. CALHOUN; Battle Creek, Mich.**
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
D. Coughlin, 56 East Hall St. . . Master
Wm. Powell, 88 Bennett St. . . Secretary
Fred Voss, 109 Green St. . . Collector
E. C. Wilder, 50 South Ave. . . Receiver
A. Cronin, 119 Bennett St. . . Magazine Agent
- 95. FARGO; Fargo, Dakota.**
Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
Arthur Bassett, L. Box 1796 . . . Master
Geo. L. Sutherland, Box 962 . . . Secretary
W. W. Sturman, Box 825 . . . Collector
E. Roggeveen, 324 13th St., north . . . Receiver
J. T. Wantland, L. Box 1658 . . . Magazine Agent
- 96. BLACK HILLS; Laramie City, Wyoming.**
Meets Friday evening at 7:30 in K. L. Hall.
John W. Costin . . . Master
Wm. Konold . . . Secretary
Henry C. Bernard . . . Collector
Wm. Roth . . . Receiver
Chas. Reynolds . . . Mag. Agent
- 97. SUMMIT; Rawlins, Wyoming.**
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures . . . Master
J. Doherty . . . Secretary
G. C. Jordan . . . Collector
P. Naughton . . . Receiver
Wm. Boss . . . Magazine Agent
- 98. MORNING STAR; Evanston, Wyoming.**
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
J. C. Bowman . . . Master
L. W. Putnam . . . Secretary
S. Carpenter . . . Collector
J. C. Bowman . . . Receiver
James Hoyt . . . Magazine Agent
- 99. SAN DIEGO; San Bernardino, Cal.**
Meets in Odd Fellows Hall 1st and 3d Sundays.
J. W. Rothrock . . . Master
R. F. Lange, Box 645 . . . Secretary
C. W. Nisbet . . . Collector
Thomas Fitzgerald . . . Receiver
G. A. March, Box 645 . . . Mag. Agent
- 91. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
Mat Rourke, 1855 Mission St. . . Master
Charles A. Crites, 203 Sixteenth St. . . Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
J. Doyle, 537 18th St. . . Receiver
James Doyle, 537 Eighteenth St. . . Mag. Agent
- 92. FRONTIER CITY; Oswego, N. Y.**
Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
M. H. Murphy, N. Y. O. & W. Depot . . . Master
Myrom H. Counsell, 16 E. 5th St. . . Secretary
Jas. Whalen, 290 W. 7th St. . . Collector
S. C. Forsyth, 166 W. Utica St. . . Receiver
S. C. Forsyth, 166 W. Utica St. . . Magazine Agent
- 93. GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
Geo. Waden, 507 Main St. . . Master
E. J. Concannon, 1007 Park St. . . Secretary
E. J. Kelley, 519 Bridge St. . . Collector
John H. Carter, 507 Main St. . . Receiver
A. J. Ebersoll, 1213 Bank St. . . Magazine Agent
- 94. CACTUS; Tucson, Arizona.**
Meets 1st and 3d Tuesdays at 7:30 P. M. at E. of L. F. Hall, Cor. Tool Ave. and Pennington St.
Wm. Patterson, Lock Box 218 . . . Master
W. E. Butler, Box 218 . . . Secretary
F. M. Blaney, L. Box 218 . . . Collector
J. J. Lucey, L. Box 295 . . . Receiver
J. C. Clancy, L. Box 218 . . . Magazine Agent
- 95. CHICAGO; Chicago, Ill.**
Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month, at 9:30 A. M.
C. B. Johnson, 152 N. Peoria St. . . Master
V. L. Culver, 174 N. Halstead St. . . Secretary
J. F. Cantion, 142 Front St. . . Collector
E. W. Wallbaum, 224 Larrabee St. . . Receiver
Pat Grady, Lake Forest, Ill. . . Magazine Agent
- 96. ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays cor. Main and Fourteenth Sts.
Joseph Quinn, Box 239 . . . Master
Frank Ray, Box 685 . . . Secretary
Wm. King . . . Collector
J. W. Chisholm, Box 685 . . . Receiver
John Leibtag, Box 366 . . . Magazine Agent
- 97. ORANGE GROVE; Los Angeles, Cal.**
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. J. Lawton, Box 72 . . . Master
Geo. C. Morton, Box 72 . . . Secretary
W. J. Grant, Box 72 . . . Collector
Geo. C. Morton, Box 72 . . . Receiver
F. B. Boyett, 11 Aurora st. . . Magazine Agent
- 98. PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday, at Engineers' Hall.
F. C. Stokes . . . Master
E. G. White . . . Secretary
J. H. Neven . . . Collector
B. W. Shields . . . Receiver
E. G. White . . . Magazine Agent
- 99. ROCHESTER; Rochester, N. Y.**
Meets every Friday evening, at No. 33 Market St.
E. E. Pruyn, 41 First Ave. . . Master
Geo. A. White, 27 Jefferson St. . . Secretary
W. M. Chadwick, 171 N. Union St. . . Collector
James Clark, 171 N. Union St. . . Receiver
Jas. A. Clark, 171 N. Union St. . . Mag. Agent
- 100. ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
P. J. Burke . . . Master
Wm. H. Hawkins . . . Secretary
Woods L. Miller . . . Collector
Wealey Alsip . . . Receiver
Richard A. Potter . . . Magazine Agent
- 101. ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
J. F. Bryan, L. Box 319 . . . Master
J. H. Murphy, Box 228 . . . Secretary
J. W. Crouch, Box 288 . . . Collector
J. F. Bryan, L. Box 319 . . . Receiver
F. S. Templeton . . . Magazine Agent
- 102. CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
F. S. Payne, 1221 Court Ave. . . Master
J. W. Combs, 1321 Buchanan St. . . Secretary
John Loveless, 1203 Fillmore St. . . Collector
J. W. Combs, 1321 Buchanan St. . . Receiver
H. L. Wilson, 905 E. Locust St., Des Moines, Iowa . . . Magazine Agent
- 103. FALLS CITY; Louisville, Ky.**
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Clark H. Rae, 1242 Twelfth St. . . Master
J. J. Lawson, 1108 12th St. . . Secretary
James White, 2110 W. Madison St. . . Collector
J. J. Lawson, 1108 12th St. . . Receiver
John H. Patrick, 939 Tenth St. . . Magazine Agent

- 104. "OLD KENTUCKY," Ludlow, Ky.**
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
Frank Robinson Master
M. J. Connelly Secretary
Chas. Helmbarger Collector
J. E. Doran, Box 78 Receiver
Chas. Helmbarger Magazine Agent
- 105. PROGRESS, Galesburg, Ill.**
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
J. T. McDavid, 319 Day St Master
Wm. Heath, 351 E. Main st Secretary
J. L. Nelson, 327 N. Seminary St Collector
J. L. Nelson Receiver
C. G. Nelson, 522 Seminary St Mag. Agent
- 106. KEY CITY; Dubuque, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., over Master Mechanic's Office.
Jas. B. Smith, 1001 Lake St Master
D. W. Mason, 438 High St Secretary
J. E. Haynes, 235 High St Collector
John P. Sandry, 162 High St Receiver
J. Haines, 18 High St Magazine Agent
- 107. ECLIPSE; Gallion, Ohio.**
Meets in Zimmerman's Hall every Thursday evening.
M. Dean Master
Ed. W. Armor, Box 701 Secretary
E. W. Armor, Box 701 Collector
J. A. Farnworth, Box 283 Receiver
Geo. Canaan, Box 338 Magazine Agent
- 108. PIONEER; Chama, New Mexico.**
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
Herman Berndt Master
Michael Hurley Secretary
F. L. Hindle Collector
J. C. McCabe, Box 8 Receiver
Edward Bradley Magazine Agent
- 109. PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays of each month in Sum-
mit Hall, Cor. Ewing Ave. and Market St.
C. E. Amos, 2346 Mullamphy St Master
W. M. White, 944 Chouteau Ave. Secretary
Geo. Dreyer, 736 S. Ewing St Collector
J. L. Pate, 3034 Rutger St Receiver
J. L. Pate, 3034 Rutger St Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in En-
gineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 Master
C. P. Collins, 29 Oak St., E. Toledo, O. Secretary
Zeno Kirk Collector
Chas. F. Pillard, L. Box 236 Receiver
C. P. Collins, 29 Oak St., E. Toledo, O. Mag. Agent
- 111. BEACON; Mattoon, Ill.**
Meets in K. of L. Hall Sunday at 2:30 P. M.
C. J. Singleton, Box 50 Master
T. F. Barrett, Box 427 Secretary
O. C. Henry Collector
C. J. Singleton, Box 50 Receiver
Ben Newkirk Magazine Agent
- 112. EVENING STAR; Mt. Vernon, Ill.**
Meets 1st and 3d Tuesdays in Helserman's Hall,
at 7:30 P. M.
S. R. Wild Master
John C. Branham Secretary
John C. Branham Collector
E. F. Lynch Receiver
Thos. F. Thickston Magazine Agent
- 113. CLARK-KIMBALL; Pocatello, Idaho.**
Meets in Masonic Hall every Monday at 7:30 P. M.
Ed. Anderson Master
Ed. Staples Secretary
Wm. E. Randolph, Box 16 Collector
James Hand Receiver
E. G. Leaf, Ogden, Utah Magazine Agent
- 114. MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M.
John Dunn Master
James N. Boggs Secretary
Michael Welch, 1022 Evans St Collector
John Dunne Receiver
Thos. O. Jones, Box 250 Magazine Agent
- 115. GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays in The Temple of
Honor.
H. L. Briggs, Cor. 8th and Market Sts. Master
J. H. Steinhoff, Avenue I, between 37th
and 38th Sts Secretary
G. E. Labitt, So. 35th, bet. Church and
Winnie Sts Collector
H. L. Briggs, 8th and Market Sts Receiver
A. J. Schmidt, 37th street, between H
and I Magazine Agent
- 116. ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays in Engineers' Hall at
1:30 P. M.
Wm. A. Brown Master
Samuel Carson, Box 196 Secretary
J. N. Timens, Box 3 Collector
E. G. Hubbard, Box 127 Receiver
W. Benwick, Box 107 Magazine Agent
- 117. BEAVER; London, Ontario.**
Meets 2d Sunday and 4th Wednesday of each
month, in K. of P. Hall, Carling's Block, Rich-
mond St.
Robt. Hornsby, 154 Clarence St. Master
Edwin S. Chapman, 151 Clarence St. Secretary
S. T. Fletcher, 221 Maitland St. Collector
John W. Cox, 358 Simcoe St. Receiver
Robt. Lister, 411 Hill St. Magazine Agent
- 118. STAR OF THE EAST; Richmond, Quebec.**
Meets in Pearson's Hall every Wednesday at 7:30
P. M., and 1st and 3d Sundays at 2 P. M.
James Law Master
G. A. Pearson Secretary
G. A. Pearson Collector
John Kelley Receiver
Fred Driver Magazine Agent
- 119. COLONIAL; River du Loup, Quebec.**
Meets Wednesday and Thursday nights, alter-
nately, in English School Room.
W. H. Rougeau, I. C. Ry. Station Master
Wm. Carmichael, I. C. Ry. Station Secretary
James Fohy, I. C. Ry. Station Collector
Wm. Carmichael, I. C. Ry. Station Receiver
W. H. Rougeau, I. C. Ry. Station Maga. Agent
- 120. FORTUNE; Syracuse, N. Y.**
Meets every Tuesday evening in Pike Block, Cor.
Fayette and Salina Sts.
E. F. McNulty, 2 Wall St. Master
Simon Mangano, 196 Shomard St. Secretary
L. G. Rousson, 20 Pioneer St. Collector
F. H. Livingston, 59 Jackson St. Receiver
W. H. Jacobson, 224 Gifford St. Mag. Agent
- 121. FELLOWSHIP; Corning, N. Y.**
Meet 1st and 3d Sundays of each month at 8 P.
M. in Odd Fellows Hall.
F. E. Potter Master
Frank E. Hammer Secretary
George R. Quick Collector
William H. Smith Receiver
C. E. Beales Magazine Agent
- 122. H. B. STONE; Boardstons, Ill.**
Meets every Tuesday evening at 7:30, on Main
street, over Eberwein's grocery store.
D. A. Sherman, Box 148 Master
Henry Henson, Box 397 Secretary
N. Hiltner, L. Box 49 Collector
Albert Sanks Receiver
E. J. Summers, Box 604 Magazine Agent
- 123. OVERLAND; Omaha, Neb.**
Meets in K. of P. Hall, Corner 14th and Doug-
lass Sts. every Wednesday at 8 P. M.
Albert Cole, 1618 Jackson St. Master
F. W. Perkins, 1606 Chicago St. Secretary
William Cummings, 1306 South 12th St. Collector
Albert Cole, 1618 Jackson St. Receiver
E. S. Emmons, 16 N. 13th St. Mag. Agent
- 124. PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays, in Odd Fellows' Hall,
at 2:30 P. M.
H. A. Praper Master
W. B. Howe Secretary
H. C. DeGroat Collector
M. D. Grady Receiver
M. D. Grady Magazine Agent

- 135. GUIDE; Marshalltown, Iowa.**
Meets 2d and 4th Sundays of each month in Room 15 South Center St., opposite new Court House.
W. M. Gallup, 512 S. Third St. Master
J. P. Boyce, 311, Cor. Nevada and 4th Sts. Secretary
T. H. Meredith, 112 S. J Ave. Collector
J. M. Larimer, 325 S. Third St. Receiver
J. H. Crellin, 612 E. Linn St. Magazine Agent
- 136. COMET; Austin, Minn.**
Meets 2d and 4th Sundays of each month in Hays' Hall.
W. A. Serle Master
O. C. Cornforth Secretary
August Olson Collector
O. C. Cornforth Receiver
August Olson Magazine Agent
- 137. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets 1st Tuesday and 3d Sunday, in Assinaboine Hall, 133 Ross St.
John Wellington, 229 Rose St. Master
W. H. Woods, 14 Patrick St. Secretary
W. H. Woods, 14 Patrick St. Collector
J. G. Jonah, 226 McWilliams St. Receiver
Geo. M. Vansickle, care P. R. shops, Mag. Agent
- 138. LANDMARK; Glendive, Montana.**
Meets 1st and 3d Tuesdays at 7 P. M.
Arthur Todd Master
D. Sinclair, Forsythe, Montana Secretary
James McKenzie, Box 55 Collector
Samuel E. Burns, Forsyth, Mont. Receiver
Douglass Westfall, Box 55 Magazine Agent
- 139. MINERAL KING; Escanaba, Mich.**
Meets in B. of L. E. Hall 2d and 4th Sundays.
R. E. Gorham, Box 423 Master
Thos. Faulkes, Box 126 Secretary
M. A. Harring, Box 625 Collector
J. S. Rogers, Box 622 Receiver
J. J. Kelly, Box 480 Magazine Agent
- 130. GUIDING STAR; Milwaukee, Wis.**
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAuliffe, 561 Washington street Master
Peter F. Fox, 335 Barclay St. Secretary
J. H. Brady, 253 National Ave. Collector
Thomas Dwyer, 335 Jackson St. Receiver
Edward Summers, 99 Sixth St. Magazine Agent
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meets 1st and 3d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.
Geo. W. Hammond, Box 500 Master
R. S. Cochran, Box 121 Secretary
Wm. D. Golts Collector
R. J. Luxan, Box 396 Receiver
R. J. Luxan, Box 396 Magazine Agent
- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meets in Opera House 1st and 3d Sundays and last Wednesday at 2 P. M.
W. J. Coleman, Box 7 Master
M. F. Murphy, Box 100 Secretary
Fisher Wressell Collector
John H. Howell Receiver
Lewis V. Roberts Magazine Agent
- 133. SPRAGUE; Sprague, Washington Ty.**
Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
M. E. Montgomery Master
W. G. Houghton, Box 10 Secretary
Thomas Parry Collector
Arthur Herider Receiver
J. C. Smith Magazine Agent
- 134. EASTMAN; Farnham, Quebec.**
Meets 1st and 3d Sundays and 2d and 4th Mondays.
E. W. Gibson Master
H. E. Cowan Secretary
M. J. Spaulding Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent
- 135. NEW YEAR; El Paso, Texas.**
Meets in Firemen's Hall 1st and 3d Tuesdays at 7 P. M.
E. A. Seegar, Box 184 Master
W. B. Sisson, Box 184 Secretary
F. L. Fitch Collector
W. B. Sisson, Box 184 Receiver
F. Fitch, L. Box 184 Magazine Agent
- 136. J. SCOTT; Lindsay, Ontario.**
Meets alternate Saturdays at 7 P. M., Cor. Kent and Cambridge S.s.
George Pratt, Box 166 Master
L. McIntosh Secretary
Joseph Kelcher Collector
J. Jeffries Receiver
J. Jeffries Magazine Agent
- 137. PROTECTION, Eldon, Iowa.**
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
L. C. Allen Master
J. T. Hull, Box 196 Secretary
Geo. W. Trott Collector
A. Shunterman Receiver
F. James Magazine Agent
- 138. UNION; Freeport, Ill.**
Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
James A. Flack Master
Sam Shaunnemy, 16 Crocker St. Secretary
Wm. A. Brubaker, 10 State St. Collector
Sam Shaunnemy, 16 Crocker St. Receiver
Wm. A. Brubaker, 10 State St. Magazine Agent
- 139. MT. WHITNEY; Tulare, Cal.**
Meets in Schultz's Hall 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
Wm. Manerhan, Box 31 Master
George Landan, Box 31 Secretary
L. J. Whyers, Box 31 Collector
J. J. Norton, Box 31 Receiver
Wm. Manerhan Magazine Agent
- 140. MOUNT OURAY; Salida, Colo.**
Meets every Monday at 7:30 P. M., in Fraternity Hall.
A. K. Brown, Box 569 Master
L. W. Jones, Box 122 Secretary
J. W. Hardy, L. Box 399 Collector
S. D. Alger, Box 569 Receiver
W. E. Somerville, L. Box 569 Magazine Agent
- 141. A. G. PONTER; Fort Wayne, Ind.**
Meets in Grand Army Hall every Wednesday at 7:30 P. M.
A. J. Kohler, 461 Calhoun St. Master
H. Westerman, 20 Buchanan St. Secretary
C. F. Sweeney, cor. Holton Ave. and Fisher St. Collector
W. R. Fredricks, 415 Lafayette St. Receiver
T. E. Short, 293 W. Main St. Magazine Agent
- 142. C. B. WHIPPLE; Toledo, Ohio.**
Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. at 245 St. Clair St.
John Rappalie, cor. Collinwood Ave and Vance St. Master
G. W. Neeser, corner of Broadway and Knopp Sts. Secretary
L. H. Heeman, 130 Segure Ave. Collector
G. W. Neeser, corner of Broadway and Knopp Sts. Receiver
B. I. Ross, Penn. engine house Mag. Agent
- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
T. J. Roberts, 1218 Eleventh Ave. Master
J. W. Littlejohn, Berkley, Alameda, Co. Secretary
Ed Johnson, 816 Wood St. Collector
F. B. Hall, West Oakland P. O. Receiver
E. E. Cushing, 861 Myrtle street, Oakland, Cal. Magazine Agent
- 144. SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M. in Patterson's Hall, I. C. R. Depot.
John Morton Master
Wm. A. Thomson Secretary
Wm. Bastin Collector
John Devereaux Receiver
Wm. Smallwood Magazine Agent
- 145. DAVY CROCKETT; San Antonio, Texas.**
Meet every Wednesday at 2:30 P. M. in Jones' Hall, 901 Austin St.
H. M. Brown, 818 Ave. D. Master
Robt. Nicholson, No. 5 Eighth St. Secretary
Robt. Nicholson, No. 5 Eighth St. Collector
H. M. Brown, 818 Ave. D. Receiver
John Sullivan, 110 Avenue D. Magazine Agent

144. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
 John F. Broughton, S. P. Ry. Master
 Chas. D. Sedgwick, H. E. & W. T. Ry. Secretary
 F. M. Bettis, 5 Murray St. Collector
 Fred Keeler, S. P. R. R. Shops Receiver
 D. M. Moody, 109 Elysian St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meet every Monday at 8:00 P. M.
 R. Robinson, Box 105 Master
 C. Sweeny, Box 105 Secretary
 Thos. H. Boyd Collector
 James Conney Receiver
 W. R. Brown, Clebourne, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets every Friday at 1:30 P. M. in K. of P. Hall.
 M. Hogan, Box 1342 Master
 W. N. Reynolds, Box 1349 Secretary
 P. R. Paskell, Box 1349 Collector
 Thomas Fraser, Box 1349 Receiver
 I. H. Bennett, Box 1349 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets 2d and 4th Saturdays at 8 P. M., at 110 East 125th street.
 F. C. Donigan, 2462 Eighth Ave. Master
 P. A. Donahue, 311 W. 55th St. Secretary
 Sam. Loasby, 2507 Eighth Ave. Collector
 P. Witzel, 400 E. 121st St. Receiver
 P. Witzel, 400 E. 121st St. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
 L. L. Hood, Room 8, Gregory Block, W. Washington St., Marquette, L. S., Mich. Master
 Arthur Bishop, 148 Main St. Secretary
 Fred Brown, Marquette, L. S., Mich. Collector
 Chas. Zryd, Marquette, L. S., Mich. Receiver
 Chas. Zryd, Marquette, L. S., Mich. Mag. Agent

151. MAPLE LEAF Hamilton, Ontario.

Meet 1st and 3d Sundays at 2:30 P. M.
 James Oliver, N. & N. W. Ry. Master
 Wm. Broughton, 14 Inchbury St. So. Secretary
 James Painter, 12 Crook St. Collector
 Wm. Broughton, 18 Inchbury St. So. Receiver
 John McCall, 17 Crook's Street Mag. Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Odd Fellow's Hall 1st and 3d Sundays.
 E. L. Jacoby, Box 605 Master
 Fred C. McDonald, Box 662 Secretary
 John A. Mainex, Box 902 Collector
 Fred Cooper, Box 662 Receiver
 Fred C. McDonald, Box 662 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
 G. K. Bates, 123 N. Barbee St. Master
 Alexander Barr, 1128 Oak St. Secretary
 G. K. Bates, 123 N. Barbee St. Collector
 John Haggart Receiver
 W. F. Strode, 216 So. Barbee St. Mag. Agent

154. McKEEN; Ottawa, Kansas.

Meets in K. P. Hall on 2d and 4th Sundays at 2 P. M.
 W. L. Miller, 718 N. Main St. Master
 A. L. Beardsley, 810 King St. Secretary
 E. Eshnour, 620 N. Poplar St. Collector
 Arthur Hill Receiver
 W. D. Frisby, 687 Ann St., Wyandotte Kan. Mag. Agent

155. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
 M. P. Gibson, Box 256 Master
 J. H. Coleman, Box 256 Secretary
 L. T. Branham, Box 256 Collector
 R. F. Wright, Box 256 Receiver
 B. S. Bently, Box 256 Magazine Agent

157. ECHO; Fern, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 H. F. Matthews, L. Box 201 Secretary
 H. F. Matthews, L. Box 201 Collector
 B. E. Flaherty Receiver
 G. E. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
 Tim. Teaben, 447 Clinton St. Master
 J. Nopper, 217 Crogan st. Secretary
 E. Heldenrich, 124 Hastings St. Collector
 J. Nopper, 217 Crogan St. Receiver
 Peter Sewell, 189 Orleans St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets every Saturday at 7:30 P. M., at Simmons' Hall, cor. Summer and Union Sts.
 J. W. Sullivan, 513 High St. Master
 G. F. Duttlinger, 1038 S. College St. Secretary
 J. L. Enoch, 1222 S. College St. Collector
 F. G. Harrison, 607 Stevenson Ave. Receiver
 W. D. Bledsoe, 11 Joseph Ave. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, Third and Main Sts., 2d and 4th Sundays at 2 P. M.
 Morris Hoffman, 305 Olive St. Master
 Edgar G. Hitch, 981 Canal St. Secretary
 Robert T. Skinner, 519 Harriet st. Collector
 John K. Taylor, 109 Lincoln Ave. Receiver
 Jerry Burke, 606 S. 8th st., Terre Haute, Mag. Agent

161. HERALD; Burlington, Iowa.

Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
 C. C. Maxwell, 1022 S. Fourth St. Master
 P. Marsell, 221 S. Eighth St. Secretary
 A. J. Eccles, 906 Angular St. Collector
 S. W. Bowser, Round House Receiver
 W. R. Strain, 1303 Madison St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Wednesday at 7:30, and 1st Sunday at 2 P. M.
 D. F. Wagner, 208 Fourth St. Master
 Chas. E. Platt, 211 Third St. Secretary
 D. F. Wagner, 208 Fourth St. Collector
 A. H. Gordon, 288 Beardsley Ave. Receiver
 F. Roderick, 1005 So. 2d St. Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets every Friday at 7 P. M., at Masonic Hall.
 Tim Carder Master
 DeWitt Hope, Box 56 Secretary
 A. J. Englehart Collector
 D. B. Rathfon, Box 56 Receiver
 J. Flaherty Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
 S. E. Moeshammer Master
 C. E. Blair Secretary
 R. H. Murch Collector
 J. J. Derok, Box 202 Receiver
 W. H. Weber, Box 324 Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 Albert E. Routh Master
 G. W. Adams Secretary
 Geo. B. Richardson Collector
 W. H. Dailer Receiver
 J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday evening.
 W. G. Cox Master
 F. Zeppenfeld, Box 523 Secretary
 C. W. Hammond Collector
 C. C. Robertson, Box 844 Receiver
 P. F. Murphy, Box 378 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in I. O. O. F. Hall 1st and 3d Mondays.
 J. W. Reedy, Albina, Ore. Master
 Wm. Birkett, Box 242 Secretary
 G. A. Ferguson, L. Box 382 Collector
 Jno. Belat Receiver
 H. P. Smith, L. Box 347 Magazine Agent

- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. Moriarity, Portage, Wis. Master
Frank Krause, Box 214, Portage, Wis. Secretary
E. J. Gerslenkorn, Box 342, Portage, Wis. Collector
Thomas Cawley, 522 Mill st. Receiver
Frank Krause, Box 214, Portage, Wis., Mag. Agent
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
C. S. Graham, 31 S. Division St. Master
W. N. Kelly, 20 Oak St. Secretary
H. S. Hynes, 45 Hill St. Collector
A. H. Spencer, 18 Elm St. Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent
- 170. PRAIRIE; Huron, Dakota.**
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
G. E. White Master
Geo. E. Coon, Box 909 Secretary
L. L. Neibling, Box 784 Collector
Jos. C. Graff, Box 168 Receiver
W. A. Brown Magazine Agent
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
F. M. White, Box 606 Master
D. W. Duncan, Box 167 Secretary
T. W. Hennessey, Box 167 Collector
F. M. White, Box 606 Receiver
Thos. Hennessey Magazine Agent
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays.
T. W. Turner, 544 Wellington St. Master
J. G. Armstrong, Richmond Lodge Secretary
F. W. Morrison, C. P. R. Shops Collector
H. Handysides, Hinteabury via Ottawa, Ont. Receiver
Alex. McCuaig, 56 Ottawa St. Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday at 7:30 P. M. in B. of L. F. hall.
H. Helde Master
T. J. Carter Secretary
John C. Bull, Williams, Ariz. Collector
C. F. Evans, Coolidge, N. Mex. Receiver
E. W. Davis Magazine Agent
- 174. HARRISBURG; Harrisburg, Pa.**
Meets Cor. Third and Cumberland Sts., over Merchants' Bank, 2d and 4th Sundays at 1 P. M.
Wm. H. Morne, 1504 N. 6th St. Master
H. O. Motter, 1720 1/2 N. Third St. Secretary
H. J. Roberts, 503 Riley St. Collector
Wm. Blessing, 422 Riley St. Receiver
H. S. Gingrich, 1413 Wallace St. Magazine Agent
- 175. TAYLOR; Newark, Ohio.**
Meets in O. R. C. Hall at 12 1/2 North 2d St., every Wednesday at 7 P. M.
A. A. Hickerson, 53 N. First st. Master
John Adkins, Box C Secretary
W. R. Stone, Box C Collector
John Adkins, Box C Receiver
C. D. Tomlinson Magazine Agent
- 176. MAIN LINE; Chilton, Ill.**
Meets 1st and 3d Sundays of each month
A. G. Turley, Box 61 Master
W. F. Gorman, Box 295 Secretary
C. H. Porter, Box 41 Collector
W. F. Gorman, Box 295 Receiver
C. H. Porter, Box 41 Magazine Agent
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
H. L. Morton, Box 214 Master
G. M. Lovett Secretary
O. J. Leach, Box 184 Collector
G. M. Lovett Receiver
O. J. Leach, Box 184 Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets in Emporium Hall Tuesdays, at 8 P. M.
Leonard W. Kessler, 223 N. 3d St. W. Master
Chas. Cowen, Rio Grande Hotel Secretary
Geo. M. Edwards, D. & R. S. shops Receiver
F. A. Featherston, D. & R. S. shops Collector
Arthur W. Roberts, D. & R. S. shops, Mag. Agent
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays.
W. Spohr, Box 6 Master
J. K. Robinson, 730 N. Tenth St. Secretary
Geo. Hinkle, Box 430 Collector
J. K. Robinson, 730 N. 10th st. Receiver
I. M. Freese, 13st., bet. V and W St. Mag. Agent
- 180. THREE STATES; Cairo, Ill.**
Meets cor. 12th st. and Washington Ave., 2d and 4th Sundays.
J. C. O'Connell, 308 Twenty-First St. Master
G. B. Vincent Secretary
M. J. Kiley, 714 Cedar St. Collector
A. J. Jaekel Receiver
J. C. O'Connell Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
Thomas Farley Master
Alex. Hobson Secretary
Thomas H. Coxford Collector
James Nicholson Receiver
Alex. Dunbar Magazine Agent
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
John Ford, 461 W. 18th St. Master
A. H. Gifford, 1815 Myrtle St. Secretary
W. E. Ross, 63 W. Thirteenth St. Collector
Chas. Fitzmorris, 63 W. 13th St. Receiver
Chas. Fitzmorris, 63 W. 13th St. Mag. Agent
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets in Engineer's Hall alternate Thursday evenings.
J. M. Gaines, Box 152 Master
S. A. Hohman, Box 32 Secretary
W. T. Wade Collector
H. I. Miller, Box 154 Receiver
D. A. Carver, Box 301 Magazine Agent
- 184. LIMA; Lima, Ohio.**
Meets every Sundays at 1:30 P. M. in Irish Block.
E. L. Melhorn Master
W. J. Dunn, 178 S. Jackson St. Secretary
Joe Bowsher, Box 777 Collector
John E. Myers, 638 S. Main St. Receiver
S. H. Hartsing, 601 N. Union St. Magazine Agent
- 185. FIDELITY; Delphos, Ohio.**
Meets in Beyer's Hall every Sunday at 2 P. M.
W. S. Miller Master
J. F. Hallsey, Box 311 Secretary
J. B. Grove, Box 143 Collector
A. J. Hogarth, Box 311 Receiver
J. B. Grove, Box 143, Delphos, O. Magazine Agent
- 186. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 3834 State St., 1st and 3d Sundays of each month.
G. M. Blackburn, 356 w. Forty-third St. Master
Jas. Manning, 534 Root St. Secretary
J. E. Callaghan, 2538 Butterfield St. Collector
Wm. Stack, 2328 Shields ave Receiver
F. J. Northrup, 1522 Wabash Ave Mag. Agent
- 187. LITTLE GIANT; Charleston, Ill.**
Meets in Firemen's Hall 1st and 3d Sundays.
Harry Douglass Master
Samuel Prater Secretary
Harry Douglass Collector
J. F. McDougal Receiver
Morgan Callahan Magazine Agent
- 188. S. S. HERBELL; Chicago, Ill.**
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W. Lake St.
E. P. Tobias, 27 N. Oakley street Master
Wm. O. Cleveland, 100 Washtenaw ave. Secretary
Geo. P. Smith, 42 Artesian ave. Collector
H. Price, 1035 W. Madison St. Receiver
L. L. Gay, 1069 Fulton st. Magazine Agent

- 199. BALDWIN; Ft. Howard, Wis.**
Meets 2d and 4th Sundays, 3 P. M.
H. L. Nichols, L. Box 39 Master
D. E. Hogan Secretary
Jay Parkinson, Box 286, Green Bay, Wis. Collector
M. Sheehy, Fort Howard, Wis. Receiver
Geo. Shequin Magazine Agent
- 199. FERGUSON; Mitchell, Dakota.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
William M. Smith, Box 677 Master
John F. Stoford Secretary
Edward Smith, Sanborn, Iowa Collector
Emmet Wentworth, Sanborn, Iowa Receiver
Edward Smith, Sanborn, Iowa Magazine Agent
- 191. CUSTER; Livingston, Montana.**
Meets every Wednesday at 7:30 P. M., at Thompson's Hall.
W. T. Field, L. Box 54 Master
W. F. Koontz, L. Box 16 Secretary
H. K. Mayhew, L. Box 16 Collector
E. J. Healy, Billings, Montana Receiver
J. Martin, L. Box 16 Magazine Agent
- 192. MT. TACOMA; New Tacoma, Washington Ter.**
Meets 2d and 4th Sundays of each month.
J. S. Moss, 212 Tacoma Ave. Master
F. M. Sisson Secretary
J. M. Hughes Collector
J. S. Moss, 212 Tacoma Ave. Receiver
F. H. Andrews, 1738 E St. Magazine Agent
- 193. J. B. MAYNARD; Albina, Oregon.**
Meet in Hill's Hall, 2d and 4th Sundays.
J. R. Clark, E. Portland, Oregon Master
H. W. Hall, Box 287, East Portland, Oregon Secretary
D. J. Byrne, Box 287 East Portland, Oregon Collector
H. W. Hall, Box 287, East Portland, Oregon Receiver
J. F. McQuaid, McMinnville, Ore. Mag. Agent
- 194. BONANZA; Missoula, Montana.**
Meets every Monday night in I. O. O. F. Hall
C. H. March, Box 45 Master
E. L. Hollister, L. Box 24 Secretary
Milton Cheney Collector
H. W. Smith Receiver
Samuel Gardner Magazine Agent
- 195. RE-ECHO; Montpelier, Idaho.**
Meets in K. of L. Hall Fridays, at 7:30 P. M.
S. L. Wyson Master
J. E. Toner Secretary
Ed. Purtell Collector
James Duffy Receiver
James Duffy Magazine Agent
- 196. CLOUD CITY; Leadville, Colo.**
Meets 2d and 4th Fridays at 8:00 P. M., in G. A. R. Hall.
Wm. Braden, 204 W. 5th St Master
S. W. Burdick, Box 330 Secretary
H. C. Newell Collector
H. A. Huddleston, Box 330 Receiver
George Moore, Box 330 Magazine Agent
- 197. RIVERSIDE; Savanna, Ill.**
Meets 1st and 3d Sunday of each month.
Clarence Latham, Box 446 Master
Ira Hurlless, Box 79 Secretary
Hiram Hicks, Box 79 Collector
W. K. Lord, Box 147 Receiver
Ira Hurlless Magazine Agent
- 198. MAPLE CITY; Norwalk, Ohio.**
Meets 1st and 3d Sundays.
V. C. Fitzsimmons Master
H. P. Boyley Secretary
John Templer Collector
E. E. Blahop, Box 765 Receiver
Geo. J. Brown, 111 n-w 8th St. Magazine Agent
- 199. MAHONING; Youngstown, Ohio.**
Meets every other Sunday evening in Union Veteran Hall, Federal Street.
D. Heinselman Master
J. B. Mawby Secretary
J. B. Mawby Collector
W. T. Raney, 199 Hine St. Receiver
J. B. Reese, 1285 Emma St. Magazine Agent
- 200. GREAT SOUTHERN; Meridian, Miss.**
Meets every Monday evening at 7:30 in B. of L. E. Hall.
M. B. Curry, Box 210 Master
P. McHale, N. O. & N. E. Shops Secretary
J. Finn, 509 N. Fourth Ave Collector
Jas. Rasberry Receiver
Chas. R. Lewis, 659 Rampart St., New Orleans, La. Magazine Agent
- 201. FRIENDLY HAND; Jackson, Tenn.**
Meets 1st and 3d Wednesday nights of each month in K. of P. Hall
D. W. Shea Master
J. L. Jones Secretary
Tim Coughlin Collector
J. L. Jones Receiver
J. D. Bledsoe Magazine Agent
- 202. SCIOTO; Chillicothe, Ohio.**
Meets in Clough's Hall 1st Sundays at 2:30 P. M., and 3d Mondays at 7 P. M.
Sinnert Barker, Box 68 Master
C. W. Sanders, Box 1231 Secretary
Albert Maunsell, 384 Second St Collector
Frank Willis, 361 E. Main St Receiver
C. W. Sanders Box 1231 Magazine Agent
- 203. GARFIELD; Garrett, Ind.**
Meets every Friday at 7:30 P. M.
Thomas Cunningham, Box 70 Master
W. K. George Secretary
M. W. Smith Collector
Frank Whitman, Box 26 Receiver
F. Wheterman, Box 26 Magazine Agent
- 204. COTTON BELT; Jonesboro, Ark.**
Meets at Stacy Hall, every Monday at 7 P. M.
A. Donnigan Master
L. D. Roberts, L. Box 165 Secretary
Ambrose Donnigan Collector
L. D. Roberts, L. Box 165 Receiver
W. B. Williamson Magazine Agent
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
J. R. Musselman, 620 Brannon St. Master
C. A. Marsh, 203 Chandler St Secretary
C. M. Riddle, 220 Kline St Collector
J. R. Musselman, 620 Branner St. Receiver
John Symington, 207 Hancock St. Mag. Agent
- 206. FORT PICKERING; Memphis, Tenn.**
Meets first Monday and third Saturday of each month at Miller's Hall, corner Fifth and Jackson streets.
E. J. Hatch, 809 Main St Master
Dan S. Ramsey, 328 Union St. Secretary
M. J. Jobe, K. C., M. & B. R. R. Collector
D. S. Ramsey, 328 Union St. Receiver
Walter E. Owens, 787 Main St. Mag. Agent
- 207. LOYAL; Weadville, Pa.**
Meets in Arcanum Hall 1st and 3d Thursdays, and 2d and 4th Wednesdays.
Thos. S. Taylor, 767 Stewart St. Master
Chas. W. Higgins, Box 470 Secretary
Thos. Newberry Collector
Thos. Taylor, 767 Stewart St Receiver
Wm. C. Curtis, Vallonia, Pa. Magazine Agent
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in C. M. B. A. Hall; alternate Tuesday and Saturday evenings.
John Hill, Box 82 Master
J. J. Lannan, Box 131 Secretary
Martin Griffin Collector
Daniel Creegan Receiver
C. A. Allen Magazine Agent
- 209. SARATOGA; Whitehall, N. Y.**
Meets alternate Sundays in Engineer's Hall, Breet's building.
W. R. Combs Master
D. H. LaCrosse, Box 366 Secretary
H. W. Collins, Box 274 Collector
Thos. Dorcal Receiver
W. C. Holloway Magazine Agent

- 210. 18-K; Schenectady, N. Y.**
Meets every other Thursday in McCamus' Hall.
J. E. Van Vranken, Box 487 Master
Charles R. Weeks, Box 487 Secretary
Homer Eyrnar, Box 646 Collector
Timothy Smith, Box 487 Receiver
John W. Vrooman Box 487 Magazine Agent
- 211. ONOKO; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 8d Sundays at 2 P. M.
S. F. Milhelm, 436 Center St Master
W. H. McCormick, 425 Delaware St Secretary
James R. Morris, 711 Wilkes Barre St Collector
A. J. Mickley, 725 Berwick St Receiver
E. A. Seek, 823 Berwick St Magazine Agent
- 212. EMPIRE; Watertown, N. Y.**
Meets in Good Templars Hall 2d and 4th Sundays.
T. H. Lynch, 101 Factory St Master
H. A. French, 414 W. Dominick St. Secretary
Rome, N. Y. Collector
H. A. French, 4 Cedar St Receiver
T. H. Lynch, 101 Factory St Magazine Agent
G. B. Walker, 71 Arsenal St.
- 213. WEST SHORE; Frankfort, N. Y.**
Meets alternate Sundays in Joslin Block.
M. J. Melroy Master
J. A. Zollner Secretary
W. J. Weller, Box 597 Collector
B. Flansburg, Box 27, Coeyman Junction, N. Y. Receiver
D. P. Gillen, Canajoharie, N. Y. Mag. Agent
- 214. ORIOLE; Baltimore, Md.**
Meets in Lehman's Hall, 961 Garden St., 2d and 4th Sundays.
Albert F. Gibbons, 415 Fifth St Master
J. W. Akehurst, 442 Federal St Secretary
R. L. Carman, 306 E. Lanvall street Collector
J. N. Jones, 1100 Barclay St Receiver
F. Gibbons, 1886 Wirt St Magazine Agent
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in Vaughn's Hall 2 and 4th Sundays at 12:30 P. M.
W. R. Taber, 222 Fourth St Master
J. W. Reed, 92 Second St Secretary
C. P. Lowell, 355 Broadway, Greenbush, N. Y. Collector
F. P. Brooksby, 80 Washington St., Greenbush, N. Y. Receiver
C. P. Lowell, 355 Broadway, Greenbush, N. Y. Magazine Agent
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sunday in each month in Grand Army Hall, at 11:30 A. M.
Geo. W. Alden, 94 Mt. Vernon St. Master
O. A. Pope, F. R. R. Engine House, Fitchburg, Mass. Secretary
W. H. Cone Collector
Geo. W. Alden, 94 Mt. Vernon st Receiver
O. A. Pope, F. R. R. engine house Mag Agent
- 217. HEADLIGHT; Brazil, Ind.**
Meets in K. P. Hall 2d and 4th Sunday afternoons.
W. K. Larr, Box 242 Master
Elmer P. Collins Secretary
G. L. Cook Collector
W. S. Cook Receiver
Wm. H. Johnson, Brazil, Ind. Magazine Agent
- 218. PIKES PEAK; Colorado City, Colo.**
Meets every Sunday at 12:30 P. M.
W. D. O'Brien Master
Wm. Walker Secretary
Amos Allen Collector
Thos. F. Burns, Box 822, Colorado Springs, Receiver
Wm. Walker Magazine Agent
- 219. SHOKY CITY; Allegheny, Pa.**
Meet every Monday at 2:30 P. M., Cor. Bidwell and Pennsylvania Ave.
E. D. Cawley, 290 Franklin St Master
C. Peterson, 176 Fulton St Secretary
Ed. F. McCarty, 2 Refuge St Collector
John T. Sweeney, 189 Adams st Receiver
R. Beeson, 271 Franklin St. Magazine Agent
- 220. PROVIDENT; Sunbury, Pa.**
Meets 1st and 3d Sundays, in Cooper Hall.
Bailey Kennedy Master
C. A. Richards Secretary
C. A. Mitchell Collector
C. C. Bowen, Sunbury, Pa Receiver
Harvey Buck, 1895 Franklin Place, Harrisburg, Pa Magazine Agent
- 221. HURON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
T. Elliott Master
E. J. Everett, Box A Secretary
F. J. Burgess Collector
W. K. Forbes Receiver
Chas. Farmer Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets at G. A. R., Child's block, 1st and 3d Sundays at 2 P. M.
C. W. Gardner, Box 738 Master
O. G. Anderson, Box 49 Secretary
Charles Taft Collector
O. G. Anderson Receiver
Alex. Graves Magazine Agent
- 223. ASHLAND; Lexington, Ky.**
Meets 1st and 3d Thursdays in I. O. O. F. Hall.
Thos. J. Kane, 299 E. Main St Master
Frank Brandt, 227 E. Main St Secretary
S. W. Mallick, 199 E. Main St Collector
F. Brandt, 227 E. Main St Receiver
S. W. Mallick, 199 E. Main St Magazine Agent
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets 2d and 4th Sundays at 8 P. M. at Odd Fellow Hall.
Abe Vogel, L. Box 944 Master
Hubert Gans Secretary
John Mouran Collector
A. Vogel, L. Box 944 Receiver
J. A. Dickinson, Box 1128 Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
Meets every Monday night in Smith's Hall.
Burton Wheatley Master
W. H. Wadland Secretary
Con Goulding Collector
Will Blannerhassett Receiver
T. L. Drummond Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays at 8 P. M.
L. C. Overhiser Master
W. M. Nicol, L. Box 230 Secretary
J. Barry Collector
W. M. Nicol, L. Box 230 Receiver
J. H. Dunkin Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets 1st Wednesday and 4th Saturday at 7:30 P. M. at Stevens' Hall, North Chenango St.
W. A. Wrigley, 23 Doubleday St Master
G. B. Warner, 80 Lewis St Secretary
W. A. Wrigley, 23 Doubleday St Collector
Theodore Haskins, 80 Virgil St Receiver
G. B. Warner, 80 Lewis St Magazine Agent
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M., in the First National Bank, No. 332 Lackawana ave.
S. M. Travis, 716 Adams ave Master
J. G. Burnett, 405 North Main St., West Scranton Secretary
E. M. Tewksbury, 231 Fairview Ave, Hyde Park Collector
Judson Bayly, 514 E. Market St Receiver
A. R. Woodward, 228 N. 9th St. Mag. Agent
- 229. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker st Master
F. E. Beach, 282 Bleecker st Secretary
J. J. Quirk, 158 Catharine st Collector
A. E. Pease, 76 Main st Receiver
J. G. Agans, Box 383, Canastota, N. Y. Mag Agent
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays in each month, at 208 Washington Ave., at 7:30 P. M.
Geo. W. Gilkerson, Livingston Ave. above Ontario St. Master
Geo. M. Jeffers, 36 Ontario St Secretary
Geo. W. Gilkerson, 587 Livingston Ave. Collector
Geo. M. Jeffers, 36 Ontario St Receiver
Geo. Heckman, 108 Western Ave Mag. Agent
- 231. DELAWARE; Wilmington, Delaware.**
Meets 1st and 3d Sundays at 2:30 P. M., corner Third and King Streets.
E. M. Sargent 618 west 4th St Master
G. H. Larimore, 405 Lombard St Secretary
George Clarey, 1011 Lombard St Collector
G. H. Larimore, 405 Lombard St Receiver
E. J. Gordon, 621 Lombard St Mag. Agent

232. LUCKY THOUGHT; Middletown, N. Y.
Meets 2d and 4th Sundays of each month, at 1 P. M., in K. of H. Hall.
D. H. Smith, Box 1481 Master
W. H. Tidaback, Box 1481 Secretary
W. J. Herlihy Collector
S. Gildersleeve, Box 1481 Receiver
H. B. Weedon, Drawer 104, Norwich, N. Y. Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.
Meets 1st Saturday evening and 3d Sunday afternoon in Victoria Hall.
Frank Probert Master
Kenneth Campbell, Box 286 Secretary
W. H. Gay Collector
R. H. Coggan, Box 81 Receiver
J. Stewart, Jr. Magazine Agent

234. NORTH BAY; North Bay, Ontario.
Meets 1st and 3d Sundays, in B. of L. F. hall,
W. R. Boucher Master
W. J. Thurlow, 119 Main St Secretary
W. H. Allendale Collector
H. G. Reid Receiver
John Beattie Magazine Agent

235. THREE BROTHERS; Pittsburgh, Pa.
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. W. Murphy, 3491 Denny St Master
P. S. Williams, 2903 Penn Ave Secretary
W. J. Adams, Arch St. above 28th Collector
H. B. Duff, corner Smallman and 26th Sts Receiver
R. O. Ferrin, 2903 Penn st Magazine Agent

236. HINTON; Hinton, West Virginia.
Meets 1st and 3d Wednesdays at 1:30 P. M. and 2d and 4th Saturdays at 7:30 P. M.
W. A. Callahan Master
O. E. Madison Secretary
J. P. Steele Collector
J. R. Nutty Receiver
J. Grether, Box 118 Magazine Agent

237. CENTRAL PARK; Central Park, Ill.
Meets 1st and 3d Sundays, in Tilton's Hall.
Ben Dean, Box 101 Master
M. J. Kennedy, 549 W. Ohio St., Chicago, Secretary
M. J. Kennedy, 549 W. Ohio St., Chicago, Collector
Thad. Chew Receiver
Horace Brink Magazine Agent

238. PLAIN CITY; Paducah, Ky.
Meets every Wednesday at 7:30 P. M.
H. C. Kehliman, 1134 Jefferson St Master
Henry Korts, S. 5th St Secretary
A. E. Mercer Collector
H. C. Kehliman, 1134 Jefferson St Receiver
Magazine Agent

239. BUCKEYE; Delaware, Ohio.
Meets 2d and 4th Sundays, in Reid & Powell's Hall.
F. L. Volk, Box 782 Master
J. J. Quinlan, Box 406 Secretary
J. J. Jennings Collector
Jas. B. Healy Receiver
James Quinlan, Box 406 Magazine Agent

240. GILBERT; Jackson, Mich.
Meets every Monday at 7:30 P. M.
Geo. E. Chapman, Hamlin St., between Cooper and Milwaukee Sts Master
J. H. Bentley, 116 Cortland St Secretary
M. A. Henry, 827 Quarry St Collector
D. Green, 211 Orange St Receiver
George Holden, 205 Beech st Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel Laurell St.
John Gleam, Box 800 Master
P. C. Hagerty, Box 800 Secretary
John McCall, Box 800 Collector
Andrew Krapf, Box 800 Receiver
John J. Pickering, Box 800 Magazine Agent

242. WHEATON; Elmira, N. Y.
Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.
W. M. Bacon, 311 South Ave Master
Chas. Barker, 870 McGee St Secretary
M. C. Ward, 157 S. Second St Collector
J. H. Bartholomew, 108 Ferris St Receiver
Daniel Keefe, 380 W. Fifth St Magazine Agent

243. J. H. SELBY; Texarkana, Texas.
Meets every Sunday at 2 P. M.
W. F. Rowe, Texarkana, Ark Master
S. A. Oliver, Texarkana, Ark Secretary
J. M. Painter, Texarkana, Ark Collector
E. H. Christman Glass Box 362, Texarkana, Ark Receiver
E. H. Christman Glass, Box 362, Texarkana, Ark Mag. Agent

244. T. P. O'BROURKE; Chicago, Ill.
Meets 1st Thursday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson Sts.
C. Naylor, 97 Stewart Ave Master
J. J. Deegan, 2266 Archer Ave Secretary
Wm. Baxter, 657 W. 13 Place Collector
N. E. Naro, 5637 Atlantic Ave Receiver
P. C. Winn, 330 W. 12th St Magazine Agent

245. GEORGIA; Savannah, Ga.
Meets every Thursday at 7:30 P. M. and 3d Sunday at 2:30 P. M.
Joseph F. Dooner, 117½ Barnard St Master
Adam Hutton, 117½ Barnard St Secretary
Adam Hutton, 117 Barnard St Collector
Fleming Goolahy, 212½ Harris St Receiver
John J. Gordon, 101½ Montgomery St Magazine Agent

246. MACON; Macon, Ga.
Meets at M. & W. depot every Sunday.
W. M. Walker, 1325 Fourth St Master
John Taylor, 553 Boundry St Secretary
James Boatwright, 454 Oak St Collector
Jas. M. Pool Receiver
E. B. Shell, 1315 Fourth St Magazine Agent

247. KENNESAW; Atlanta, Ga.
Meets every Sunday at 2 P. M., at 49½ Broad St.
W. H. Hollingsworth, 390 Houston St Master
Henry J. Young, 142 Mongum St Secretary
S. N. Pitchford, 58 Smith St Collector
John M. Baird, 194 Powers St Receiver
Geo. Fechter Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.
Meets 1st and 3d Sundays at 1:30 P. M., in G. A. R. Hall.
C. A. Mahan, Box 767 Master
J. S. Brown, Box 704 Secretary
Wm. Rose Collector
H. L. Adams, Box 537 Receiver
Chas. Welsell, Box 530 Magazine Agent

249. CALUMET; South Chicago, Ill.
Meets 2d and 4th Sundays at 7:30 P. M., in Engineer's Hall, South Chicago.
Samuel T. Hooper, Judd, Cook Co., Ill Master
Hugo Logan, Judd, Cook County, Ill Secretary
Hugo Logan, Judd, Cook County, Ill Collector
J. W. Swartzell, Judd, Cook County, Ill Receiver
O. J. Austin, Judd, Cook Co., Ill Mag. Agent

250. GOLDEN LINK; Wilkesbarre, Pa.
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
E. A. Reiley, Ashley, Pa Master
W. C. Dougherty, 71 Kidder St Secretary
W. C. Dougherty, 71 Kidder St Collector
C. Vanwhy, Ashley, Pa Receiver
Elmer E. Butz, Ashley, Pa Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.
Meets at Stahl's Hall 1st and 3d Sundays.
Theo. Lindenmuth East Mauch Chunk Master
John McAllister, Box 275 Secretary
L. H. Yetter, Box 275 Collector
C. Roberts, Box 275 Receiver
L. H. Yetter, Box 275 Magazine Agent

252. COLUMBIA; Columbia, Pa.
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
Harry M. Hinkle Master
Frank Stocker Secretary
Geo. W. Ewing Collector
Martin M. Hinkle Receiver
H. A. Bennett, Box 581 Magazine Agent

- 253. TRENTON; Trenton, N. J.**
Meets in Bayard Post No. 8, G. A. R. room at 24 E. State St. 1st and 3d Sundays of each month.
John Hatfield, 47 Hart ave. Master
Robert Stackhouse, 607 Broad St. Secretary
Thos. H. Decator, 45 Hart Ave. Collector
Frank P. Parsons, 175 Brunswick Ave. Receiver
Wm. C. Massey, 157 Passaic St. Magazine Agent
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays, at 7:30 P. M. in Masonic Hall.
W. H. Roberts Master
C. T. Crippen, Box 171 Secretary
P. J. Farrell Collector
J. P. Hoff, Box 547 Receiver
H. F. Reinech, Box 524 Magazine Agent
- 255. NEIGHBOR; McCook, Neb.**
Meets in Masonic Hall 1st and 3d Wednesdays, and 2d and 4th Saturdays.
Ernest McConnell, Box 154 Master
I. W. Jackson, Box 95 Secretary
I. W. Jackson, Box 95 Collector
G. A. Tolander, Box 521 Receiver
Frank McAdams, Box 216 Magazine Agent
- 256. HIGH LINE; Camo, Colo.**
Meets every Thursday 8 P. M. in McFarlin Hall.
B. Bowerman Master
G. W. McAleer, Box 47 Secretary
M. S. Mathes Collector
G. W. McAleer, Box 47 Receiver
G. A. Milroy Magazine Agent
- 257. KIT CARSON; Baton, New Mexico.**
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
John W. Cullen Master
Alfred R. Cullen Secretary
B. F. Pine Collector
James McPherson Receiver
Chas. Miller, Box 56 Magazine Agent
- 258. BENO; Nickerson, Kansas.**
Meets in Odd Fellows Hall every Thursday evening at 7:30.
A. E. Leighty Master
J. S. Wood, L. Box 18 Secretary
Jas. Banton Collector
A. S. Ritenour Receiver
E. A. Devarraux Magazine Agent
- 259. D. J. CHASE; Ashland, Wis.**
Meets 1st and 3d Sundays at 2 P. M., in Good Templars' Hall, Cor. 2d and 4th Ave., west.
W. Buckley, 602 Prentice Ave. Master
Wm. Lamb, 809 Willis Ave. Secretary
J. W. Rairdon, 1418 St. Clair St. Collector
M. J. Wilson, 307 Seventh Ave., east Receiver
T. A. Hubbell, 204 1/2 W. 2d St. Magazine Agent
- 260. CALIFORNIA; Sacramento, Cal.**
Meets 2d and 4th Tuesdays in Red Men's Hall, Masonic building, 8th and K Sts.
E. Kunz, 1311 Ninth St. Master
G. E. Hanford, Box 107 Secretary
C. W. Cox, 1517 N St. Collector
J. D. Cummings, Box 107 Receiver
G. E. Hanford, Box 107 Magazine Agent
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets 1st Sunday 3d Tuesday in Masonic hall.
Morgan Feathers, Box 110 Master
Israel Cook, Box 87 Secretary
Wm. Hanway Collector
Frank Ewing Receiver
George S. Lewis, Box 108 Magazine Agent
- 262. QUEEN CITY, West Toronto Junct., Ont.**
Meets 1st and 3d Mondays, and 2d and 4th Tuesdays at Carlton Hall.
W. B. Ritchey, Box 61 Master
John Donaldson Secretary
William Hyndman, Box 61 Collector
John Price Receiver
A. Madden Magazine Agent
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at Alamo Hall.
Thomas Thrallkill, Box 55 Master
S. M. Bridgewater, Lox Box 10 Secretary
B. C. Melson, Box 10 Collector
A. E. Alkman, Box 10 Receiver
A. Brown Magazine Agent
- 264. J. K. GILBREATH; Butte City, Montana.**
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
Joseph Byrne, Box 4, South Butte Master
Peter Grant, South Butte Secretary
Geo. Tyndall, Box 832 Collector
C. H. DeCamp, Box 5, South Butte Receiver
Mac. Haskins, South Butte, Mon Mag. Agent
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meets 1st and 3d Sundays at 2:30 P. M. in I. O. O. F. Hall.
H. Norris, 59 River avenue Master
G. F. Downey, 13 Wenham avenue Secretary
Walter Follett Collector
J. Kitzelman, 68 California St. Receiver
Elmer E. Decker, 447 S. Division St. Mag. Agent
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meets 1st and 3d Mondays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
J. E. Moquin Master
H. O. Fuller, L. Box 31 Secretary
L. Kittell Collector
Laurence Hoffman Receiver
Laurence Hoffman Magazine Agent
- 267. ENDEAVOR; Algiers, La.**
Meets at Castle Hall every Thursday at 7:30 P. M.
M. H. Brown, 78 Webster Ave. Master
A. G. Donely, 88 1/2 Pacific Ave. Secretary
A. H. Flynn, 87 Pacific avenue Collector
W. T. Douner, 115 Pacific Ave. Receiver
A. H. Flynn, 87 Pacific Ave. Magazine Agent
- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn. Master
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn. Secretary
Jas. Harrington, 310 Long St. Collector
Tim O'Leary, care 301 Cor. McCreary and Hines St., Nashville, Tenn. Receiver
- 269. O. K.; Cincinnati, Ohio.**
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Luddon, 110 Cass St. Master
R. E. McKenzie, 154 Baymiller St. Secretary
W. C. Conn Collector
G. S. Kershner, 1334 Greenup St., Covington, Ky. Receiver
Ed. Cullen, 27 Budd St. Magazine Agent
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson, 2216 Cedar Ave. Master
C. D. Fultz, 2808 17th Ave., south Secretary
A. M. Getchell, 27 Second St. S. Collector
Chas. Kraft, 2116 Twenty-Ninth St. S. Receiver
Ambrose Powell, 2020 28th Ave. So., Mag. Agent
- 271. BYRAM; Stanhope, N. J.**
Meets in Drake's Hall 2d and 4th Sundays at 4 P. M.
R. A. Trezise, Box 30, Port Morris Master
Wm. Weller, Box 25, Port Morris Secretary
W. H. Blanchard, Port Morris Collector
Wm. Weller, Box 25, Port Morris Receiver
M. T. Dickerman, Box 31, Port Morris, N. J. Magazine Agent
- 272. WILSON; Junction, N. J.**
Meets 1st and 3d Sundays, in Well's Hall.
Jno. S. Eveland, Jr. Master
J. E. Dineen Secretary
J. P. Butler Collector
J. B. Everett Receiver
John S. Eveland Magazine Agent
- 273. DENVER; Denver, Colo.**
Meets every Monday night in P. O. S. of A. Hall, corner 15th and Holladay Sts.
B. M. Huntington, 562 Santa Fe St. Master
H. J. Sweeney, 1048 Seventh St. Secretary
C. H. Curtis, 458 Clark St. Collector
W. J. Bratton 1245 Pimon St. Receiver
J. E. Nichols, 2221 Lawrence St. Magazine Agent
- 274. JACKSON; Clifton Forge, Va.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Odd Fellows Hall.
J. H. Wright Master
C. H. Butcher Secretary
R. B. Donovan Collector
J. H. White, 811 Stewart St., Staunton Receiver
R. R. Johnson Magazine Agent

- 275. LEE; Richmond, Va.**
Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays at 1:30 P. M.
Wm. J. Burke, N. N. & M. V. Round House, Master
W. A. Demaine, N. N. & M. V. Rd House, Secretary
W. R. Sanders, Carrington st, Crow's Hill, Collector
Henrico co., Va., Mag. Agent
Wm. J. Burke, N. N. & M. V. Round House, Receiver
W. R. Sanders, Carrington st, Crow's Hill, Receiver
Henrico co., Va., Mag. Agent
- 276. REGINA; Vancouver, B. C.**
Meets every Monday evening in K. of P. Hall.
D. A. Morton, Master
Angus Morton, Secretary
Angus Morton, Collector
Fred Clutterbuck, Receiver
Harry Andrews, Magazine Agent
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
O. E. Adams, L. & N. Shops, Master
R. H. McCarty, L. & N. Shops, Secretary
R. H. McCarty, L. & N. Shops, Collector
Frank I. Carney, L. & N. Shops, Receiver
W. A. Crawford, L. & N. Shops, Magazine Agent
- 278. ANDERSON; Vicksburg, Miss.**
Meets 1st and 3d Tuesdays at 2 P. M. and 2d and 4th Fridays at 7 P. M.
H. J. Stanton, 817 Pearl St, Master
D. P. Weaver, 1107 S. Washington St., Secretary
E. R. Wright, 1107 S. Washington St., Collector
D. P. Weaver, 1107 S. Washington St., Receiver
E. Wright, 1107 So. Washington St., Mag. Agent
- 279. METEOR; McComb City, Miss.**
Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.
J. Lee Colton, Master
E. C. Fardish, Secretary
E. C. Fardish, Collector
Ike H. Martin, Box 87, Receiver
E. M. Coe, Box 87, Magazine Agent
- 280. OZARK; Thayer, Mo.**
Meets Sundays at 9 A. M. in Sachs' Hall.
W. H. Lohnes, Box 237, Master
Jacob Myers, Box 185, Secretary
G. E. Beaumont, Collector
C. P. Countryman, Receiver
Henry I. Ogle, Magazine Agent
- 281. TUNNEL HILL; New Albany, Ind.**
Meets in Hedden's Hall 1st and 3d Sundays at 2 P. M.
W. S. Ashcroft, Master
W. H. Stephens, 41 W. 7th St., Secretary
W. H. Sarles, Collector
W. H. Stephens, W. 7th St., Receiver
John S. Keane, 118 Main St., Magazine Agent
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meets in Lotta Hall on 1st and 3d Sundays at 2:30 P. M.
J. T. Worsham, Master
Calvin Minnleear, Secretary
Wm. Couplan, Collector
D. Aldridge, Receiver
J. T. Worsham, Magazine Agent
- 283. LACKAWANNA; Great Bend, Pa.**
Meets in Kestler's Hall 2d Sunday and 4th Wednesday.
F. J. May, Box 139, Hallstead, Pa., Master
E. Edenger, Secretary
Thos. L. Connelly, Collector
H. P. Trowbridge, Hallstead, Pa., Receiver
S. H. Wells, Great Bend, Pa., Mag. Agent
- 284. ELM CITY; New Haven, Conn.**
Meets at Elk's Hall, 862 Chapel St. 1st Saturday and 3d Sunday afternoon.
E. A. Ferrell, 150 Rosette St., Master
E. S. Alling, 123 Cedar St., Secretary
W. H. Dellert, 43 Carlisle St., Collector
Wm. A. Pyle, 46 Arthur St., Receiver
Chas. A. Baldwin, 243 Greenwich Ave., Magazine Agent
- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month, Cor Pratt and Main Sts., in Bliss Hall.
H. L. Stearns, 4 Wooster St., Master
E. E. Bill, 27 Vine St., Secretary
B. A. Thayer, 112 Hopkins St., Collector
H. L. Stearns, 4 Wooster St., Receiver
J. H. Osmond, 40 Windsor St., Magazine Agent
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meets in B. L. E. Hall 2d and 4th Sundays at 2 P. M.
Wilfred Borland, 412 N. 4th St., Master
Adolphus Fixel, 1214 Miller St., Secretary
Robert Steiner, 675 N. 4th St., Collector
Wesley Beck, 124 Sears St., Receiver
A. Fixel, 1214 Miller St., Magazine Agent
- 287. ALTOONA; Altoona, Pa.**
Meets every Sunday at 2 P. M. in Ott's Hall, 12th st.
T. D. Trout, 2d ave. and 7th St., Master
J. C. Brode, 1004 Nineteenth St., Secretary
W. G. Miller, 1903 Union Ave., Collector
F. A. Davis, 1903 Union Ave., Receiver
P. F. Allen, 1218 Sixteenth avenue, Mag. Agent
- 288. EMMET; Estherville, Iowa.**
Meets 1st Sunday and third Monday at 7:30 P. M. in Masonic Hall.
Geo. Godden, Box 76, Master
P. J. Sullivan, Box 48, Secretary
A. L. Houltshouser, Box 5, Collector
R. S. Robinson, Box 102, Receiver
D. L. Post, Box 78, Magazine Agent
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 8d and Pine Sts.
John W. Allwine, Master
Geo. Morgan, Box 575, Secretary
Wm. H. Anyan, Collector
Wm. Edwards, Receiver
Wm. Edwards, Magazine Agent
- 290. MARION Hannibal, Mo.**
Meets in Emmet Hall, 2d & 4th Sundays at 7 P. M.
W. E. Miles, 1101 Church st., Master
L. R. Bickel, 510 Bluff st., Secretary
J. S. Hart, 412 Washington St., Collector
W. F. Ritter, 217 S. 4th St., Receiver
L. R. Bickel, 510 Bluff St., Magazine Agent
- 291. ATLANTIC; Brooklyn, N. Y.**
Meets 2d Saturday evenings and 4th Sunday mornings at Pythian Hall.
Geo. P. Smith, 48 Williams Ave., 26th ward, Master
Walter Jamison, 7 Perry Place, Secretary
John Logue, Collector
Thos. H. Smith, 707 Madison St., Receiver
Ed. Locke, Sackman St., bet. E. New York and Liberty Ave., Station
E., Brooklyn, N. Y., Mag. Agent
- 292. POCAHONTAS; Holden, Mo.**
Meets in Odd Fellows' Hall, 2d and 4th Saturday.
W. M. Bedell, Master
G. R. Johnso, Secretary
W. A. Bedell, Collector
W. M. Bedell, Receiver
G. R. Johnso, Magazine Agent
- 293. LAFAYETTE; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2827 Fremont St., Master
W. J. Sharkey, 2808 Somerset St., Secretary
W. McLoughlin, 1521 Wood St., Collector
L. Faber, 808 Buttonwood St., Receiver
G. W. Nevill, 1541 Palmer St., Magazine Agent
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple, Box 262, Master
G. W. Lynch, L. Box 321, Secretary
O. G. Temple, Box 262, Collector
J. T. Looney, 199 E. Main St., Lexington, Ky., Receiver
E. A. T. Watkins, Box 262, Mag. Agent
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
J. V. Cunningham, 1314 Carry Ave., Master
A. R. Kough, 513 Twenty-Third street, Secretary
Rock Island, Ill., Collector
A. R. Kough, 513 Twenty-Third street, Receiver
Rock Island, Ill., Magazine Agent
A. M. Kough, 513 Twenty-Third street, Receiver
Rock Island, Ill., Magazine Agent
F. W. Duncan, 506 Brady St., Magazine Agent
- 296. IRON RANGE; Duluth, Minn.**
Thomas Kelly, Two Harbors, Minn., Master
Walter H. Bell, Box 289, Two Harbors, Minn., Secretary
P. J. McGuire, Two Harbors, Minn., Collector
J. G. Defond, 1916 W. Michigan St., Receiver
A. Dahl, 2132 Second St., west, Mag. Agent

- 297. CLARK; Jeffersonville, Ind.**
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 392 Master
C. E. Buehler Secretary
Thos. White Collector
A. B. Chambers Receiver
P. A. Coleman Magazine Agent
- 298. GLENCOE; St. Louis, Mo.**
Meets at 2817 Chouteau Ave., 1st and 3d Mondays at 1:30 P. M.
Geo. T. Andrews, 2029 Eugenie Street . . . Master
J. W. Reynolds, 2132 Gratiot St Secretary
Charles A. Durnell, 512 Montrose ave . . . Collector
W. J. Murphy, 314 Montrose ave Receiver
H. L. Dedrick, 622 Argyle Ave Mag. Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
James Butler, Alliance Master
W. H. Zink, L. Box 80 Secretary
G. R. Rock, Box 85 Collector
C. H. Ridge, Box 87 Receiver
W. S. Brown Magazine Agent
- 300. HARBOR CITY; Michigan City, Ind.**
Meets in I. O. O. F. Hall 1st, 3d and 5th Mondays at 2 P. M.
A. S. Hewitt, Box 834 Master
W. H. Roe L. Box 644 Secretary
W. H. Henry, Box 49 Collector
Jas. Whitby, L. Box 704 Receiver
Lew Willson, 7th street Magazine Agent
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday 7 a.
P. M. in Engineer's hall.
Samuel J. Norris Master
Frank W. Thompson Secretary pro tem
Frank W. Thompson Collector
Wm. M. Weeks Receiver
W. C. Baldwin Magazine Agent
- 302. YOUGHIOGHENY; Connellsville, Pa.**
Meets alternate Sundays in Reisinger Hall, Main street, Connellsville, Pa.
J. P. Smith, Box 261 Master
A. C. Plante Box 173 Secretary
S. A. McPhee, Box 387 Collector
A. C. Plante, Box 173 Receiver
W. J. Keenan, Box 38 Magazine Agent
- 303. VILLA PARK; Streator, Ill.**
Meets 1st and 3d Sundays.
J. J. Corcoran, 151 Monroe St Master
T. W. White, 261 N. Mason St Secretary
M. Catlin Collector
J. H. Morx, 118 Everett St Receiver
Chas. Burtch, 155 E. Wilson St Magazine Agent
- 304. THREE BRANCH; Argenta, Ark.**
Meets every Saturday evening at 7:30 P. M., in Moses Hall, Argenta, Ark.
Jas. S. Sharp Master
Chas. E. Humphrey Secretary
R. S. Hunt, Box 157 Collector
R. G. Curtis Receiver
B. A. G. Sell, Box 115 Magazine Agent
- 305. UNWIN; Rat Portage, Ontario.**
Meets in Garfield Hall, 1st and 3d Wednesdays.
Sam S. Wilson Master
Wm. Burrage, Box 40 Secretary
Wm. Munt Collector
Chas. Unwin Receiver
Wm. Burrage, Box 40 Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 4 P. M. in Temple Hall, Sanborn Block.
J. C. Muzzey, 17 Green St Master
F. H. Favor, 11 Fremont St Secretary
Z. H. Durkee, Box 248, White River Junction, Vt Collector
James Burbeck, 14 Essex St Receiver
C. S. Woods, West Lebanon, N. H. . . . Mag. Agent
- 307. HAMDEN; Springfield, Mass.**
Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
Chas. A. Chapin, B. & A. Engine House . . . Master
J. A. Simons, 122 Patton St Secretary
John Fenton, 108 Congress St Collector
M. D. Newton, Merrick, Mass Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent
- 308. BELLE HAVEN; Alexandria, Va.**
Meets 2d and 4th Sundays.
J. W. Hook, 124 Duke St Master
N. B. Grant Secretary
H. J. Mortimer Collector
W. M. Mansfield 1018, Duke st Receiver
H. J. Mortimer Magazine Agent
- 309. BARTHOLDI; Long Island City, N. Y.**
Meets 2d Mondays and 4th Saturdays in Schwalenberg Hall.
Wm. J. Simon, Box 73, Shuetzen Park, L. I., N. Y Master
Jno. W. Brown, 147 Dupont St., Green Point, L. I., N. Y Secretary
Edward Murphy, Sag Harbor, L. I. . . . Collector
Frank Sembler Receiver
W. A. Barnum, College Point, L. I. . . . Mag. Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
Meets 1st, 3d and 4th Wednesdays at 7:30 P. M., and 3d Sunday at 2 P. M.
G. B. Meyers, Box 108 Master
H. E. Hartman Secretary
H. C. Martin Collector
Joshua Rhodes Receiver
Joshua T. Cole Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Ia.**
Meets in V. A. L. Hall 1st and 3d Sundays.
Arthur Kennedy Master
J. C. Hanby, Box 228 Secretary
J. W. Miller, Box 341 Collector
C. A. Howe, Box 379 Receiver
E. L. Condon, Box 126 Magazine Agent
- 312. BLUE VALLEY; Wymore, Neb.**
Meets in Masonic Hall 1st and 3d Sundays.
W. F. Hackett, Box 138 Master
B. A. Downen Secretary
L. W. Small Collector
B. E. Fulton, Box 85 Receiver
B. A. Downen Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets alternate Mondays at 7:30 P. M.
John Donovan, Box 32, Armstrong, Kan. . . Master
Thos. McHale, 308 Colorado avenue, Armstrong, Kan Secretary
M. S. Laughlin, Box 54 Collector
Emmett Lewis, 534 Highland avenue, Armstrong, Kan Receiver
E. C. Haddock, 120 N. 5th St., Kansas City, Kan Magazine Agent
- 314. MUTUAL; Knoxville, Tenn.**
Meets 1st and 3d Wednesdays at 7:30 P. M. in Engineer's Hall, North Knoxville, Tenn.
Frank A. Stephens, 53 Depot St Master
Walter Green, 130 E. Park St Secretary
G. L. Key, 144 E. Park St Collector
W. T. Armstrong Receiver
J. E. Lancaster, 5 E. Depot St Mag. Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at Odd Fellows Hall, 101 Hudson avenue.
Oliver J. Ogden, 68 James st Master
Wm. J. Murray, 68 High St Secretary
Jas. A. Dardis, 65 James St Collector
H. R. Peach, 44 George St Receiver
H. A. Norton, Green Island House Mag. Agent
- 316. OMEGA; Buffalo, N. Y.**
Meets every Saturday evening at Siebert's Hall, corner Jefferson and Bristol Sts.
J. R. Huntley, 79 Van Rensselaer St Master
Wm. H. Walsh, 1903 Broadway Secretary
T. C. Burke, 865 Seneca St Collector
Robt. O. Williams, 89 Watson St Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent
- 317. MOUNT PENN; Reading, Pa.**
Meets 1st and 3d Sundays, at 9:30 A. M. in Bland's Hall, 9th and Penn Sts.
George Leeds, 342 Moss St Master
Wm. Gordon, 836 Green St Secretary
Wm. J. A. Kendall, 833 Green St Collector
L. Brownback, 417 N. 10th St Receiver
M. W. Pottelger, 547 N. Ninth St Mag. Agent

- 318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**
Meets 1st and 3d Monday evenings at 7:30, in
Speck's Block, cor. 2d and Hazlewood avenue.
J. F. Willis, Glenwood, 23d Ward . . . Master
F. J. Thomer, Euler alley, 14th Ward,
Pittsburgh, Pa. . . Secretary
J. A. Woodcock, Glenwood, 23d Ward . . . Collector
W. J. McNamey, Glenwood, 23d ward . . . Receiver
Wm. Carter, 23d Ward, Lytle St. . . Magazine Agent
- 319. ORPHANS' HOPE; Dennison, Ohio.**
Meets every Tuesday at 6:30 P. M., standard time.
John Roach . . . Master
John C. Linduff . . . Secretary
John Roach . . . Collector
Harry R. Brown, Jr. . . Receiver
Harry R. Brown, Jr. . . Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**
Meets 1st Sunday at 2 P. M., and 3d Wednesday
at 8 P. M.
D. Lordan . . . Master
J. H. Salley, 617 Minnehaha St., St. Paul, Secretary
A. H. Hunter, 751 Edgerton St., St. Paul, Collector
R. A. Hetherington, 506 Beaumont St. . . Receiver
T. C. Hetherington, 582 E. Seventh St.,
St. Paul. . . Magazine Agent
- 321. SNOW DRIFT; Chapeau, Ont.**
Meets in B. of L. F. Hall, First and Third Mon-
days at 7:30 P. M.
A. Rathwell, C. P. R. R. . . Master
W. J. Devlin, C. P. R. R. . . Secretary
Mark Bowles . . . Collector
J. McAdams, C. P. R. R. . . Receiver
Herbert D. Gay . . . Magazine Agent
- 322. WISSAHICKON; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month, at 8
P. cor. 10th and Spring Garden Sts.
L. D. Woodington, 1839 N. Ninth st. . . Master
James Haas, 2135 Darien St. . . Secretary
James Haas, 2135 Darien St. . . Collector
Joseph Harrison, 668 Jay St. . . Receiver
John Kiple, 908 Green St. . . Magazine Agent
- 323. ANTHRACITE; Tamaqua, Pa.**
Meets in Kern's Hall, 2d and 4th Sundays.
Wm. H. Fry, . . . Master
Wm. Heckman, Box 367 . . . Secretary
Andrew Frank . . . Collector
Wm. J. Dintinger, Box 847 . . . Receiver
Jos. Mucklow . . . Magazine Agent
- 324. MOUNTAIN GROVE; Catawissa, Pa.**
Meets 2d and 4th Sundays of each month at 1:30
P. M., in News Item Hall.
J. W. Fisher, Box 222 . . . Master
Jeremiah Haley . . . Secretary
Jeremiah Haley . . . Collector
Geo. Menach Rupert, Columbia Co., Pa., Receiver
W. Bowman, Milton, Pa. . . Magazine Agent
- 325. SCHUYLKILL VALLEY; Pottsville, Pa.**
Meets 2d and 4th Sunday evenings of each month.
C. H. Wesley, 815 N. 3d St., Pottsville, Pa. . . Master
Jesse M. Elder, 701 Market St. . . Secretary
W. H. Osman, 122 N. Coal St. . . Collector
W. H. Sowers, 402 W. Savoy St. . . Receiver
Nicholas Knebles, 45 E. Savoy St., Palo
Alto, Pottsville . . . Magazine Agent
- 326. FOLWELL; Bradford, Pa.**
Meets 1st & 3d Sundays at 7:30 P. M. in G. A. R. Hall.
Geo. P. Clough, 6 Allison St. . . Master
J. H. Fenner, 66 High St. . . Secretary
Clarence Billington, 28 Hilton St. . . Collector
Geo. P. Clough, 6 Allison St. . . Receiver
P. T. Lane, 13 Boyeston St. . . Magazine Agent
- 327. SILVER MOUNTAIN; Needles, Cal.**
Meets every Saturday in K. of L. Hall.
W. B. Cordingly . . . Master
J. M. Griffith . . . Secretary
A. P. Riggs . . . Collector
O. L. Ferguson . . . Receiver
John M. Griffith . . . Magazine Agent
- 328. STONE BALLAST; Plattsmouth, Neb.**
Meets in K. P. Hall alternate Sundays at 2 P. M.
C. P. Curtis . . . Master
H. F. Zinn . . . Secretary
J. E. Kline . . . Collector
W. P. Ferguson, L. Box 916 . . . Receiver
V. M. Mullis . . . Magazine Agent
- 329. SOLOMON VALLEY; Downs, Kansas.**
Meets 1st and 3d Sundays at 1:30 P. M. in Masonic
Hall.
H. E. Wade . . . Master
E. Remy, Box 169 . . . Secretary
John Milheiser, Box 102 . . . Collector
C. Tunnick, Box 110 . . . Receiver
R. J. Dunlap . . . Magazine Agent
- 330. RIVER VIEW; Kansas City, Kansas.**
Meets 2d and 4th Sundays at 2:00 P. M. at Melville
Hall, Armourdale, Kan.
J. J. Barr, 835 Park Ave. . . Master
R. S. Stewart, 1425 Genesee St., Station
"A," Kansas City, Mo. . . Secretary
J. J. Barr, 835 Park Ave. . . Collector
E. D. Root . . . Receiver
J. J. Barr, 835 Park Ave. . . Magazine Agent
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**
Meets in Foresters' Hall, Cor. 81st St. and Vin-
cennes Ave., Auburn, Ill.
W. Smith, S. Englewood, Ill. . . Master
J. D. Flood, Box 34, S. Englewood . . . Secretary
J. McCarty, Auburn Junction, Ill. . . Collector
J. D. Flood, Box 34, So. Englewood . . . Receiver
W. Smith, So. Englewood, Ill. . . Magazine Agent
- 332. STONE MOUNTAIN; Augusta, Ga.**
Meets every alternate Sunday in hall corner of
Broad and Jackson Sts.
B. W. Furber, Ga. R. R. Shops . . . Master
P. J. Buckley, Cen. R. R. shops . . . Secretary
J. T. Zimmerman, 918 Calhoun St. . . Collector
John B. Nunn, 934 Fenwick St. . . Receiver
Jas. S. Downing, Ga. R. R. shops . . . Mag. Agent
- 333. FAIRMOUNT; Philadelphia, Pa.**
Meets alternate Wednesdays at 8 P. M., at Erick-
son's Hall, 3947 Lancaster St.
B. F. M. Keffer, 8921 Aspen St. . . Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 890 N. 40th St. . . Collector
Harry C. Ewing, 830 N. 40th St. . . Receiver
H. C. Ewing, 836 N. 40th St. . . Magazine Agent
- 334. ELLSWORTH; Philadelphia, Pa.**
Meets 2d and 4th Sundays of every month, in Pat-
terson Post Hall, Broad above Ellsworth st.
H. C. Smith, northwest corner Stocker
and Washington Ave. . . Master
Wm. Akin, 1613 Mole St. . . Secretary
J. J. Jamison, 706 N. 36th St. . . Collector
H. A. Krause, 1706 Afton St. . . Receiver
Harry Yocum, 921 S. 18th St. . . Magazine Agent
- 335. SAINT ADOLPHUS; Hochelaga, Canada.**
Meets alternate Sundays at 111 Moreau St., Trem-
blay Block.
Alfred Pring, 20 Roch Lane, Montreal . . Master
Peter Dionne, 69 Iberville St, Montreal, Secretary
Peter Dionne, 69 Iberville St., Montreal. Collector
J. G. Brazeau, 83 Moreau St. . . Receiver
J. Langstreth, 107 Marlborough St. . . Mag. Agent
- 336. FALL RIVER; Neodesha, Kansas.**
Meets 2d and 4th Saturdays, in I. O. O. F. Hall.
L. N. Baker, Box 178 . . . Master
I. H. Berry, Box 178 . . . Secretary
J. A. McPaul . . . Collector
Chas. Koehler . . . Receiver
Mose Wheeler . . . Magazine Agent
- 337. BIG FOUR; Kansas City, Mo.**
Meets alternate Tuesdays at 7:30 P. M., at Sum-
merwell's Hall, 21st and Dripp Sts.
Clinton T. Allis, 1802 Bellevue Ave. . . Master
L. F. Stephens, 1005 W. Seventeenth St., Secretary
Chas. E. Thompson, 1228 Reservoir St. . . Collector
N. F. Clough, 1812 Holly St. . . Receiver
J. A. Brown, 1827 Holly St. . . Mag. Agent
- 338. WEST BRANCH; Renovo, Pa.**
Meets alternate Sundays in Spangler's Hall, Cor.
6th St. and Huron Ave., at 1:30 P. M.
W. C. Robinson . . . Master
R. C. McFarland . . . Secretary
R. C. McFarland . . . Collector
J. D. Stoner . . . Receiver
James Campbell . . . Magazine Agent

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FOR

Locomotive Engineers and Firemen.

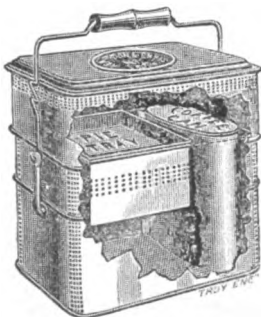
NEW EDITION JUST OUT.

Two pages of new items have been added to this edition treating on extended smoke boxes, cylinder lubricators, broken cylinder-heads and set-screws, defects in pumps, injectors and air pumps, and other new items of information valuable to any person having anything to do with locomotives. Every item in the book can be easily understood by any person who can read, and is capable of understanding anything about a locomotive. It contains a very handy time and speed table showing the time required for running any speed from ten to sixty-five miles an hour and from one-tenth of a mile up to thirty miles. Some of the new items have never before appeared in print. Three large diagrams of engines; one complete diagram of Westinghouse Automatic and Air Brakes with full description of them, also manner of handling, and a large and complete diagram and full description of valve motion accompanies each book. A careful study and thorough understanding of the principal items of this book will fit any good Fireman for promotion. Old runners say there is nothing in print as suitable for Locomotive Engineers and Firemen or Round House Men working on repairs of engines. It is the result of forty years actual experience and study.

PRICE, ONE DOLLAR.

Amount can be safely sent by money order, postal note or registered letter from any postoffice. Cash must accompany all orders. No books sent C. O. D.
Address,

THEODORE DEBS,
TERRE HAUTE, INDIANA.



Railroad Square Patent VENTILATED DINNER PAIL

This cut shows our Ventilated Pail with its telescopic top lock handle and large coffee flask. As this Pail will keep cooked food fresh a long time—is of large capacity and well made of good tin, every railroad man will find it the best Pail made for his use.



For Sale Everywhere, or Apply to

REARDON & ENNIS,

Sole Manufacturers, Troy, New York,



Lodges of the B. of L. F. wishing to procure Regalias will save 20 to 50 per cent. by sending orders to

ZAISER & STEGMAN,

Rooms 2, 3 and 5, 27 South Meridian St.

Send for price list. **INDIANAPOLIS, IND**

Castner & Curran,

General Tide Water Coal Agts.

CELEBRATED

Pocahontas Semi-Bituminous Coal.

1 Broadway, New York.

308 Walnut St., Philadelphia

70 Kilby St., Boston.

36 Main St., Norfolk, Va.

1 Fenchurch Avenue, London England.

The Pocahontas Coal is acknowledged by all Railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the output has increased over 1,200 per cent., amounting in 1887 to 1,300,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

The Following Circular Speaks for Itself. TO WATCH DEALERS.

OFFICE OF
ROBBINS & APPLETON
104 State Street. CHICAGO.

Our attention having been called to the numerous complaints of watches becoming unreliable as time-keepers through *Magnetic and Electric* influences, and as the causes thereof increase with the introduction of *Electric Plants and Appliances*, some means of protection is necessary.

It has been demonstrated by experimental and practical tests that the

ANTI-MAGNETIC SHIELD

will protect a watch from the detrimental effects of *Magnetism*, and also has the effect of steadying its rate, thereby enabling all watches to produce a better average of time; we therefore recommend the **ANTI-MAGNETIC SHIELD** to all Dealers in *Waltham Watches*.

Some of the most imminent dangers which are destructive to the time-keeping qualities of a watch, and therefore should be provided against, in order to obtain the best results, are *Electric Railways, Dynamos, Electric Light Plants, Electric Motors, Magnetic Bells, The Application of Electricity in Medical Treatment, Electric Brakes on Railways, Locomotive Electric Headlights, Electric Lighting of Cars*, and other disturbing conditions, which are constantly arising when least expected.

MEN IN RAILROAD EMPLOY, where the most accurate time is required, and where the disturbing influences mentioned above are most seriously felt and aggravated by the peculiar condition of *Railway Service*, should exercise wisdom, and have their watches protected by the *Anti-Magnetic Shield*.

Yours Respectfully,

By **ROBBINS & APPLETON**, General Agents.

AMERICAN WALTHAM WATCH CO.

Anti-Magnetic Shield Cases for sale by all Dealers.

Messrs. Giles, Bro. & Co.

GENTLEMEN:—I am acquainted with the merits of the *GILES ANTI-MAGNETIC SHIELD* for watches, and believe it is a very valuable invention for protection of pocket time-pieces, and very desirable for railway service,

Yours Truly,
(Signed,)

CLEVELAND, OHIO, July 22, 1887.

P. M. ARTHUR, G. C. E.
T. S. INGRAHAM, F. G. E.
H. C. HAYS, F. G. A. E.

Look Here, Friend. Are you Sick?

Do you have pains about the chest and sides, and sometimes in the back? Do you feel dull and sleepy? Does your mouth have a bad taste, especially in the morning? Is there a sort of sticky slime collects about the teeth? Is your appetite poor? Is there a feeling like a heavy load on the stomach, sometimes a faint, all-gone sensation at the pit of the stomach, which food does not satisfy?

Are your eyes sunken? Do your hands and feet become cold and feel clammy? Have you a dry cough? Do you expectorate greenish colored matter? Are you hawking and spitting all or part of the time? Do you feel tired all the while? Are you nervous, irritable and gloomy? Do you have evil forebodings? Is there a giddiness, a sort of whirling sensation in the head when rising up suddenly? Do your bowels become costive? Is your skin dry and hot at times? Is your blood thick and stagnant? Are the whites of your eyes tinged with yellow? Is your urine scanty and high colored? Does it deposit a sediment after standing? Do you frequently spit up your food, sometimes with a sour taste and sometimes with a sweet? Is this frequently attended with palpitation of the heart? Has your vision become impaired? Are there spots before the eyes? Is there a feeling of great prostration and weakness? If you suffer from any of these symptoms, send me your name and I will send you, by mail,

One Bottle of Medicine FREE

Send your address on postal card to-day, as you may not see this notice again.

Address, naming this paper, Prof. HART, 212 E. 9th St., N. Y.

SMOKE

GRAND CHIEF BROTHERHOOD OF LOCOMOTIVE FIREMEN CIGARS!**THE BEST 5 CENT CIGAR EVER MADE,**

OR SMOKE

Grand Chief Brotherhood of Locomotive Engineers Cigars.**THE FINEST 10 CENT CIGARS ON THE MARKET****(TRADE MARK REGISTERED).****LIST OF WHOLESALE AGENTS.**

B. F. Baxter & Co., Norfolk, Va.	Scovill, Brown & Co., Wellsville, N. Y.
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A. L. Webster & Co., Danville, Ill.	Wm. W. Gallup, North Adams, Mass.
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John O'Connell, Pine Bluff, Ark.	Remington, Johnson & Co., Salt Lake City, Utah
Matt Weix, La Crosse, Wis.	M. P. Johnson, New London, Conn.
Allen, Moon & Co., St. Paul, Minn.	Daniels, Cornell & Co., Providence, R. I.
J. C. Joyalin & Co., Minneapolis, Minn.	M. A. Jewell & Co., Portland, Maine.
Myers, Tice & Co., Dubuque, Iowa.	Reed & Taylor, Burlington, Vt.
T. M. Gobbie & Co., Clinton, Iowa.	Wm. E. French, Petersburg, Va.
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John P. Cole, Topeka, Kan.	Wackerbarth & Joseph, New Orleans, La.
S. Pollock & Co., Keokuk, Iowa.	H. Ehrenberg, Little Rock, Ark.
Henry Dart's Sons, Rock Island, Ill.	Fuller, Hatcher & Co., Augusta, Ga.
Eby, Dowden & Co., Kansas City, Mo.	Hodgson Bros., Athens, Ga.
N. E. Collins & Co., Bradford, Pa.	Johnson & Harris, Macon, Ga.
L. Brayton & Co., Boston, Mass.	J. Simon & Bro., Montgomery, Ala.
Peck, Underwood & Co., Wilkesbarre, Pa.	Graves Bros., Ottomwau, Iowa.
W. H. Campbell, Lockport, N. Y.	

To the BROTHERHOODS OF LOCOMOTIVE FIREMEN AND ENGINEERS:

The sum of Five Hundred (\$500.00) Dollars has been paid by us into the Treasury of the Grand Lodge of the Brotherhood of Locomotive Firemen, as royalty upon the sale of **GRAND CHIEF** Cigars, of which due acknowledgment has been made by the Grand Lodge, and in consideration of which our cigars have been endorsed and are now recommended to all members of the Order who desire to smoke a first-class cigar and at the same time contribute to the general fund of the Grand Lodge. Members of the Order should bear in mind that the Brotherhood receives a royalty upon the sale of all **Grand Chief** Cigars, and hence the larger the sales the greater the royalty. Every member is, therefore, invited to interest himself in the sale of the above brand of cigars and thereby contribute to the financial standing of the Grand Lodge and the Brotherhood at large.

These two brands of Cigars have been presented and tested by both Brotherhoods, at their respective conventions at New York and Minneapolis, and have received their Endorsement and Approval on both occasions, and are Guaranteed by the manufacturers to be the best Cigars on the market. The manufacturers also guarantee to keep these two Brands up to their present Standard quality at all time to come, and by so doing, hope to receive the liberal patronage of the two Brotherhoods they are named after, and also their recommendations to their many friends who are in want of a **GOOD CIGAR**.

No Cigars are genuine unless each box has the photograph of P. M. Arthur or F. W. Arnold on the inside label and on the outside end of each box. Retail dealers should order from their nearest Wholesale Agent and if they refuse to get the cigars for them we will ship direct to the Retailer.

BRAVO & KEYES, Manufacturers,**BINGHAMPTON, N.**



The James Means Shoes are exceedingly popular among railroad men. You may often hear them talking to each other about them, and boasting of how long they can make them last.

Ask your retailer for the
JAMES MEANS
\$4+SHOE
 OR THE
JAMES MEANS
\$3+SHOE

—According to Your Needs.—

CAUTION.—Positively none genuine unless our name and price appear plainly on the soles. Some dealers, in order to make larger profit, will recommend the inferior goods with which the market is flooded. **JAMES MEANS' \$4 SHOE** is light and stylish. It fits like a stocking and REQUIRES NO "BREAKING IN," being perfectly easy the first time it is worn.

It will satisfy the most fastidious as it is in every vital respect equal to the hand-sewed shoes

which have hitherto been retailed at \$7 and \$8



Ask for the James Means \$2 Shoe for Boys

A PAIR OF SHOES COSTING TEN DOLLARS is a good thing, but a pair of James Means' \$4 Shoes and six extra dollars in your pocket are better. These Shoes are sold by wide-awake retailers in all parts of the country.



We have a large trade with the soldiers of the United States Regular Army. They certainly would not buy the James Means Shoes as largely as they do if they had not found them unpassed in merit.



The Letter-carrier and the Policeman find the James Means Shoes just what they need. Their opinions are valuable, for they put their shoes to a most severe test.

JAMES MEANS' \$3 SHOE

Is the original \$3 Shoe, and is absolutely the only shoe of its price which has ever been placed extensively on the market in which durability is considered before mere outward appearance. These shoes are sold by the best retailers throughout the United States, and we will place them easily within your reach in any state or territory if you will send us a postal card, mentioning this magazine.

James Means & Co

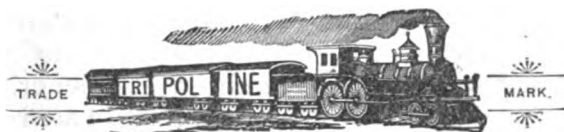
41 Lincoln Street,

—BOSTON, MASS.—



This Pedestrian is all ready for another tramp over the mountains. With a new pair of sole tape a cobbler can usually make an old pair of James Means \$3 Shoes just as good as new.

BAKER'S



TRIPOLINE!

The Best and Cheapest **METAL POLISH** in the world for railroad, marine, stationary or fire engine work, (hot or cold) large signs, railings and other solid metals. Highly endorsed and in use by the U. S. Ordnance and Navy Departments, the leading stationary engineers, Fire Departments, Water Works and Electric Light Co's., also adopted by over thirty of the leading Railroad Companies.

Three Splendid Watches Given Away.

SPECIAL ANNOUNCEMENT TO R. R. FIREMEN.

The **MATCHLESS METAL POLISH CO.** announce to the firemen who are acting as, or desirous of acting as agents for the sale of **BAKER'S TRIPOLINE**, that the sales have been so satisfactory the past year on the merits of the Polish, that, in order to inspire renewed and increased effort to more extensively introduce and increase the sales of this "Best of all Metal Polishes," they will give to the three firemen who sell the greatest number of pound boxes, from July 1st to January 1st, next, Three Splendid Railroad Watches, purchased from one of the oldest and most reliable jewelry firms in Chicago, (Waltham or Elgin make) under their twenty year guarantee as A 1 timers, and especially adapted to the use of railroad firemen.

A correct account of sales of each fireman acting as agent will be kept, and award made and announced in next January number of the Magazine. Should the successful three or either of them desire Polish in lieu of the Watch, we will give for

1st **PRIZE**, 150 1-lb boxes Tripoline.

2nd " 100 " " "

3rd " 60 " " "

We will also make the price from July 1st, \$2.40 instead of \$2.50 per dozen, which retail here at 40 cents each. On orders of 6 dozen and over to be sent by freight, will allow \$1.00 discount, and on orders of 12 dozen and over a discount of \$2.00, which will, in most cases, more than cover freight.

Cash must always accompany orders, to avoid delays and mistakes.

Address,

The MATCHLESS METAL POLISH CO.,

88 Market Street, Chicago, Ill.

N. B. We cannot accept but one Agent in same locality.

WANTED, EVERY MAN



Keystone Splasher.

Who carries a lantern and has not received a Keystone Splasher and Watch Case Opener, to send us his name and address, (plainly written), and we will send him one of each *free of charge*.

The **SPLASHER** is a small brass plate that fits on the wick tube to prevent the oil from splashing out over the glass globe. It is very desirable for railroad men and others using lanterns,

The **CASE OPENER** is made of German Silver and is very convenient in opening your Watch

Case, thereby saving your finger nails and temper.

They are both good and useful articles and will serve to remind you that when you want a new Watch Case to buy one of the following brands, and you may feel satisfied that you have the very best that is made.

THEY ARE THE STANDARD OF THE JEWELRY TRADE.

**KEYSTONE SOLID GOLD,
JAS. BOSS FILLED GOLD,
KEYSTONE FILLED GOLD,
STAR FILLED GOLD,
KEYSTONE SILVER,
LEADER SILVER,
SILVEROID.**



Keystone Case Opener

CAUTION.—This Company manufactures CASES ONLY, and has NO CONNECTION WHATEVER with any other concern of similar name.

To be sure you get OUR CASE, see that it contains this trade mark.



KEYSTONE WATCH CASE COMPANY,

NINETEENTH and BROWN STREETS, PHILADELPHIA, PA.

HE OLDEST AND LARGEST FACTORY IN THE WORLD. Established in 1853.

LOCOMOTIVE FIREMEN'S MAGAZINE.

Vol. XII.

AUGUST, 1888.

No. 8.

THE ENGINEER'S STORY.

“T'S a terrible night,” the fireman said,
“As he threw in a shovel of coal ;
“It's bad below and worse overhead,
And Lord how we jump and roll.”
“But I saw worse,” said the engineer ;
“And 'tain't likely I'll ever forget,
Though it's now nigh onto twenty year
It's fresh in my memory yet.

“One stormy night in the Fall of the year
When I drove on a Southern road,
I ran a flyer of the finest gear,
That could do sixty an hour with a load.
All that night it rained and stormed,
Putting the road in a mess :
And I felt rather blue when informed
I'd have to run through on express.

“I sez to the fireman, Jim, sez I,
Give her all she can take,
I'm goin' to see how fast she can fly,
Because I think there'll be a break
On the old draw that crosses the river,
For the water is wild to-night.
I opened her out with a nervous shiver,
And Jim didn't laugh by a sight.

“On we flew down the mountain grade,
Through the drivin' wind and rain.
A mile a minute we must have made
Through valley and open plain.
Off in the distance we plainly saw
By the headlight's brilliant glare
The swingin' sides of the open draw,
And death was surely there.

“Faster and faster over the rail
We flew like a meteor ball.
Jim said prayers with visage pale,
While I said none at all.
Just then a man ran up to the river,
Danger and storm he braved,
He shut the bridge without tremor or quiver,
And we madly flew by—saved.

“As we rushed apast, I saw his face,
The fireman saw it, too.
Who could he be in that lonely place?
I'll tell you—it's strange but true—
The man I saw was Flyin' Bill,
And them were the clothes he wore,
The night he was killed at Muddy Mill,
Just a year before.”

Peter Donovan.

Locomotive Firemen's Magazine

A MONTHLY MAGAZINE devoted to the interests
of LOCOMOTIVE ENGINEMEN.

TERMS—ONE DOLLAR PER YEAR, IN ADVANCE.

EUGENE V. DEBS, *Editor and Manager*

AUGUST, 1888.

AFFAIRS ON THE C., B. & Q.

In the June number of the *Magazine*, we wrote of the "situation" on the C., B. & Q. Another month has gone by and the situation is practically unchanged. The officers of the corporation, in a spirit of mad defiance, while denying honest, honorable men their rights, challenge Fate to do its worst, and Fate, true to ancient renown, accepts the challenge, and operating as ceaselessly as the law of gravitation, goes forward in destroying the property of the corporation. Pending this work of disaster and demoralization, the old, tried and true engineers and firemen, who are the victims of the injustice of the officials, look on serenely and bide their time, and thus it happens that the strike on the C., B. & Q. is "still on."

The managers of the roads of the C., B. & Q. system are constantly announcing to the public that the strike "is off," and that the roads are doing their usual amount of business, but the public refuses to believe the statement, and patronize the roads only to an extent that is unavoidable. In the great majority of cases where another road can be taken, the C., B. & Q. system is given the go by, and this is shown in the published statements of the roads, which it may be assumed, are made as favorable as possible, and without special regard to facts. In this connection we reproduce the following from the *Engineer's Journal* for July:

"Earnings of the Chicago, Burlington & Quincy railroads, for the month of April, show a decrease of \$494,055, as compared with April, 1887, while the operating expenses increased \$261,395. This shows the 'competency' of the scabs who have taken the places of efficient mechanics.

For the four months ending April, the earnings show a decrease of \$3,391,172 as compared with 1887."

Here we have a basis of calculation. If in four months, earnings have fallen off \$3,391,172 then the reduction in twelve months would be \$10,173,376—and if the operating expenses increased \$261,395 in one month, the increase for twelve months would be \$3,136,740, and taking losses in earnings, and increase in operating expenses for one year, and we have a grand aggregate of \$13,310,256.

The foregoing figures are simply approximations rather than exaggerations, and if it could be ascertained definitely what the stockholders have lost by the decline in the market value of the stock, the sum total would be sufficient to make even Jay Gould's head a little dizzy.

The wreckage on the C., B. & Q. system has assumed an enormous amount—almost every day a wreck occurs, and the details of this wreck and ruin, if they could be fairly stated, would create universal alarm. The *Chicago Sunday World*, in a recent issue, gives the following facts which we reproduce without any attempt at condensation. It is "history as she is writ," and can't be improved:

BURLINGTON, IOWA, June 18.—Another disastrous collision occurred near Gladstone to-day. The cause is attributable to the incompetency of the scabs. A fast stock train and a way train collided near the sand pit head end, demolishing both engines, wrecking many cars, and killing many head of stock. The double header had engine 53 and 54, the work train had engine 239, and "Gabby" Gulch at the throttle. They doubled out of the sand pit, and the conductor flagged the work train a quarter of a mile away, but all to no purpose. The collision followed and a loss of many thousand dollars was sustained. The crews escaped by jumping.

LINCOLN, NEB., June 8.—Engine 442 has come in with two driving journals burned off. Although not quite three months old, all of the consolidated engines of the B. & M. have been taken into the shops for overhauling. The B. & M. has paid the whisky bill of a "scab," amounting to \$85 in one month. This is given as a proof of his "competence"—in the guzzling line.

OTTUMWA, IOWA, June 20.—G. A. Starkman, a well-known "scab," began firing engine 288 on the Middle division, June 12. He is to be given charge of an engine in a few weeks. The company is so prostrated that it is furnishing ice cream to stockmen while delayed at Chariton.

LINCOLN, NEB., June 21.—Fortunately a conductor went over on an engine on the return of an excursion train last Sunday, otherwise the drunken engineer in charge would have run on the sub switch west of the round-house, and many fatalities resulted.

WYMORE, NEB., June 21.—The Q is faring badly

in this section, and the loss in rolling stock is enormous. Engines 71 and 89 were wrecked in the "Y" yesterday at Crete. A bad wreck occurred at River-side, and another in the lumber district. The cab of engine 22 was knocked off at Lincoln, and fit for nothing but old iron. The valves and driving boxes are in a badly dilapidated condition. Engine 110 has both cylinder heads knocked out and engine 129 is spread all over the yards at Galesburg. Perkins passed through here yesterday and wore a sad expression as he viewed the dismantled condition of the company's property.

OTTUMWA, IOWA, June 21.—Another disastrous wreck occurred at 2 o'clock P. M., at Dudley. First, No. 11 stopped for water, and second, No. 11 ran into their rear end, demolishing engine No. 219 and nine cars of merchandise. Both main tracks were blocked for about three hours. It is a straight track for three-quarters of a mile, and there is no excuse at all for their not having seen each other. Engineer Roberts had a leg broken and the fireman had an arm broken. A switch engine was crosswise of the track in the yard last night, delaying passenger train No. 1 about 45 minutes. It is reported that Wm. Nace, the flagman of the recent work train that was wrecked, has skipped out. Undoubtedly the Q. company paid him for skipping out, but will not come out and say he was responsible for the wreck.

MCCOOK, NEB., June 28.—Sanborn, the O. R. C. scab, came in again to-day with his engine on one side, because he was unable to set a slipped eccentric. At Alliance, the "scab" has an engine on her side. The "scab's" foreman, at Ravenna, took \$65 for his month's pay in May; "scab" engineers receiving from \$48 to \$61 for the month, and freight conductors \$45. This seems to be the rate of remuneration being doled out by the company to their "competent" scab help.

LINCOLN, NEB., June 28.—The Burlington has wrecking crews out from this city constantly. This is the only branch of business that is good. One engine laid in the ditch two days, waiting for wreckers. Seven wrecks have been reported in the past twenty-four hours. One "scab" has burned out four engines. Boiler-makers and machinists are refusing work on account of not receiving pay, as promised. Engines 156 and 195 were both badly burned, and, had cylinders and valves badly cut and driving boxes out in the past week. These were passenger engines. Two engines were burned out on the Ravenna line. A "scab" engineer smashed a coach at Nebraska City; one on engine 42 ran over a farmer's stock and ditched his entire train; one on switch engine 22, in the Lincoln yards, ran into a box car and knocked the cab off his engine. The Missouri Pacific is getting all the stock from the West Lincoln yards, and the B. & M. are hauling empty cars.

When it is remembered that this reign of wreck and ruin has been going forward since the 27th day of February, all fair-minded men will conclude that the figures showing a decline in earnings and an increase in operating expenses, are under, rather than over probabilities.

It is these facts and figures that give the striking engineers and firemen confidence in an ultimate triumph. They believe that the owners of the once magnificent property will not always yield to the suicidal policy of Stone, Perkins and Morton. The men

who have invested their money will not always consent to see it irretrievably sunk, simply to gratify officials, whose short-sighted and vicious policy has brought about the misfortunes that have befallen their investments. The traveling public and shippers watch the drift of events, and they will not take unnecessary risks. They will not place their lives and property in unnecessary peril, and believing this, the strikers watch and wait. They have justice on their side and their triumph would at once place the interests of the C., B. & Q. on an ascending grade, and ultimately restore its prosperity.

What new conditions may occur before we issue the next *Magazine*, no one can foretell but we shall endeavor, as the months go by, to keep our readers posted in regard to developments and any change that may occur in the *statu quo*.

THE PINKERTONS.

We do not expect by writing of the Pinkertons to extend the area of their notoriety. If we can in any degree aid our readers in forming even an approximately just conception of them, we shall feel amply compensated for the task.

As we understand it, there are two departments of Pinkertonism: The "detective" and the "protective," so called. Under the influence of our much vaunted civilization, crime, in what is known as the "upper crust," the "upper tendom" of society, has, during the last few decades, alarmingly increased. There are a vast number of honest-minded men who never tire of telling the world that the sublimation of human nature must come through the influences exerted by the school and the Church, and certainly there ought to be no objection to the proposition. Education and religion ought to exert an elevating influence, and such is doubtless the case, but the fact remains nevertheless, that in circles distinguished for intellectual culture and devotion to religious teachings, are found the Na-

poisons of crime. Take the army of boodlers in all of our great cities, and they will be found to average well in matters of education and literary standing, but when we are required to contemplate the multitude of bank and railroad wreckers, insurance plunderers, the defaulters, embezzlers and thieves whose operations are upon a large scale, they will be found, in almost every instance, to be men of large educational attainments, often graduates of colleges, and in a majority of cases, "pillars" in some one of the orthodox churches. When any of these gilded, colossal scoundrels engage in crime, they go for all that is in sight. The stake is always immense. They shake down fortunes as earthquakes do buildings; and being educated, they are able to cover up their tracks, necessitating the work of expert detectives. Under such circumstances, Pinkerton, the father of the Pinkertons, was carried into business life and prominence. He had a nose for detective work. To put him or his trained men on the track of a thief, a defaulter, an embezzler or a boodler, promised good results, and as educated criminals multiplied, Pinkertonism thrived. It fed and grew fat on crime, and as in every great American city crime of the character we have named increased, Pinkertons multiplied.

Those who take the time to study and analyze social problems, whether of virtue or vice, will discover many startling facts well calculated to create anxiety if not alarm. They will find society in all the large cities corrupt to an extent as almost to defy exaggeration. Mr. James Parton, the historian, in a paper published not long since, in speaking of matters moral and criminal in the city of New York, says: "For forty years past the aldermen have been little but a gang of thieves. As a body they have done scarcely anything but steal. As a rule they were elected for nothing else, sought their seats for nothing else, and nearly every act done by them has had in it some taint of iniquity." Here we have the statement that the

very foundation of the government of the great American metropolis is contaminated by crime, a festering mass of pollution, an aggregation of infamy. Not in the ranks of the poor, the working people, but of the officials, the Government itself. In such a Sodomized community Pinkertonism decks itself in purple and fine linen. The Government is the dog, and the Pinkertons are the fleas in the hair of the dog. In such a community as Parton describes, is it a matter of surprise that the knights of the jimmy are on the alert to secure their share of the boodle, that sneak thieves and foot pads increase in number and boldness? And what is true of New York is equally true, measured by population and opportunity, in all of the great centers of population in the country, and hence, as a consequence, we hear of the Pinkerton detective agencies in all of the great cities.

While some of the educated and pious scoundrels engage in robbing banks and insurance companies, in wrecking railroads and watering stocks, cornering the food products of the country to make it more difficult for poor men to get bread and meat, another set of scoundrels engage in concocting schemes whereby they can impose additional burdens upon workingmen. The detective agencies of the Pinkertons may be well enough for aught we know, or care. The old aphorism, "set a thief to catch a thief," doubtless holds good in the present as in the past, but we come now to speak of another department of Pinkertonism, a later development, and one which merits and receives from workingmen universal detestation. We refer to what is known as the "protective department."

We have referred to the fact that taking their cue from that numerous class of high-toned criminals who rob and wreck by wholesale, certain corporations, like the C. B. & Q., seek to increase their dividends by robbing their employes, a system of robbery in all regards more odious and atrocious than that of robbing a bank. The

men who rob workingmen of their honest wages, who seek to deprive them of the necessities and comforts of life, are men whom it were a compliment to call villains. They are the enemies of humanity, the creators of hunger pangs, the promoters of poverty, the distributors of rags and the disturbers of the peace of society. It has so happened in the past that their cruel injustice to workingmen has been productive of labor troubles, ultimating in strikes. American workingmen have said, "we can no longer endure your injustice. Your piracy upon our lives is a wickedness to which we shall not longer submit," and they as a last resort strike. This done, what happens? A call is made upon the "Pinkerton protective agency," and as if by magic, the city swarms with Pinkertons, armed with Winchester rifles and pistols, clothed with authority to shoot down workingmen with or without provocation.

Who are these bloodthirsty, murderous Pinkertons? What of their character? What of their antecedents? Only God and the Pinkerton agency know. They come as carrion crows come to a carcass. They go as bloodhounds go into the chase. They are gangs of mercenaries who are suddenly clothed with power to kill workingmen. They are beetle-browed ruffians, who have no more regard for the welfare of society than would be accorded to the same number of vagabond dogs. They are the skimmings of the filth of the slums, and yet these miscreants, uniformed and armed by the "agency," are sent forth to kill, as to their brutal natures may seem proper. The list of cold-blooded murders these wretches have perpetrated horrifies all right-thinking men, and has earned for them an eternal night of ignominy.

But, after all, where rests the supreme burden of blame, of censure and infamy for armed Pinkertons, when workingmen in the grasp of corporative cussedness, demand justice? When in slave times the bloodhounds were put in pursuit of the slave fleeing for liberty, who thought

of denouncing the hounds? The men who put the hounds on the track of the fugitive were responsible for the blood-curdling horrors of the chase and the capture. The Pinkertons who go forth with shotted rifles and pistols to kill workingmen, have in a large degree the instinct and nature of hounds, but behind these human monsters are other monsters still more inhuman, who are responsible for the damnable business. Who are they? Well, they are creatures put into power largely by the votes of workingmen, and when workingmen federate for the purpose of electing honest men to office the Pinkertons will disappear, and not till then. The workingmen of the great cities, once united, they can have humane officials and humane laws. When may the world anticipate the dawn of the new era? When shall the sleek, rotund scoundrels who plot the degradation of labor, and commission cutthroats to slay workingmen for protesting against savagery and slavery combined, have the power wrested from their unholy grasp? It will be when workingmen, comprehending their rights and prerogatives and using the ballot for their weapon, transform city governments from Augean stables into seats of cleanliness, represented by justice and righteousness.

It is announced that Mr. Angus Sinclair is to be editor-in-chief of the *National Car and Locomotive Builder*, vice James Gillet, deceased. Mr. Sinclair has been one of the editors of that valuable publication, and it affords us, as it will an army of appreciative readers, great pleasure to know that he is now at the helm. Mr. Sinclair is a writer of widely acknowledged ability, and is the author of "Locomotive Running and Management." The *National Car and Locomotive Builder* has a national reputation, and is accepted as high authority, all of which will be fully maintained by the promotion of Mr. Sinclair to the responsible position of editor-in-chief.

HOME RULE IN IRELAND.

We can readily imagine that some one of our readers will ask, why write of Home Rule in Ireland? We hope to answer the question as we proceed.

The estimate is current that of the 60,000,000 inhabitants of the United States, at least 10,000,000 are Irish born and the immediate descendents of Irish born citizens. As a consequence, there are more Irishmen (we refer to blood rather than birth) in the United States than in Ireland. This fact of itself might be urged as a sufficient reason for writing of Home Rule in Ireland.

American statesmen and orators have vied with each other in pleading the claims of Greece to independence. To write and speak of Home Rule in Greece, to champion the cause of Grecian liberty, at one time challenged the brightest intellects of America. The theme stirred the great American heart to its profoundest depths. Said one, "Confident that I never appeared as the advocate of a more worthy cause than that of the afflicted Greeks, I shall address you on this occasion, with earnestness, and as my object is not to gratify the feelings of the ambitious, the appetites of the voluptuous, or the cravings of the avaricious; but to raise up the bowed down, to alleviate the sufferings of a whole people, to exalt in the estimation of mankind the character of our country, and, above all, to please God, I entertain no apprehension of disappointment." If more than half a century ago, an American could thus discourse upon unhappy Greece, and plead for Home Rule for that Turk-cursed country, why should it be regarded singular for Americans in these later days to plead for Home Rule in Ireland? We quote still further from the oration of the American in the cause of Greece, and we ask the reader to substitute Ireland where "Greece" occurs, and note how eloquently the orator pleads for Ireland. "The calamities of unhappy Greece, (Ireland) are not only great but without a parallel. The history of the world, from that awful

moment in which God cursed this guilty globe, down to the present time, does not exhibit a more wretched people than the inhabitants of Greece (Ireland). Agitated by hope and apprehension; by momentary triumphs and numerous discomfitures; by the cheering prospects of foreign aid, and the mockery of their hopes; by internal enemies and outward foes, they present an assemblage of disasters unequalled in the annals of time." We submit that every word uttered by the orator more than fifty years ago in the interest of Home Rule in Greece, is to-day, and a thousand fold more emphatic, a plea for Home Rule in Ireland, and the American native born, regardless of ancestry, glorifies American institutions and the American character when he pleads for Home Rule in Ireland.

We have no desire to unduly eulogize the Irish nation, nor the Irish character, but if the one trait, that of love of liberty, be selected, then in the face of authentic history, we do not hesitate to declare, that Irishmen occupy a proud eminence above the Greeks. Unlike Greece, Ireland was never the home of art. In Ireland, the "rugged rock may not have taken on the forms of beauty under the hand of Irish genius." Ireland was a wilderness when Greece was in the zenith of her glory. When Grecian philosophers, poets, statesmen and warriors were educating, enrapturing and conquering the world, Ireland, the emerald gem of the sea, was in the grasp of savagery; but from the dawn of her redemption to the present, Irishmen have loved liberty, and amidst disasters and defeat, subjected to woes unutterable—exile, prisons, poverty and famine, the fires of liberty were never quenched, nor were the days ever so dark, or the crushing curse of foreign invasion and domination ever so heavy, that Irishmen were not ready to make another effort for liberty, independence and home rule.

If it were our purpose to write of Ireland's woes we could "a tale unfold," which would add tremendous

force to the argument, why Ireland should have Home Rule, and awaken every slumbering energy of civilization, and make it cry out for justice to Ireland. Robbed of her land, robbed of her independence and nationality, her temples and shrines desecrated, and her people's devotion to their baptismal vows treated as a crime, the world stands aghast as it contemplates the worse than vandal ruin to be seen on all sides, and yet, amidst this unspeakable desolation, which defies hyperbole, to see a people still contending for independence and Home Rule, presents a picture of courage that sends a thrill of joy throughout all Christendom, and which must challenge the approval of heaven.

A writer says "Ireland is a part of the united kingdom of Great Britain and Ireland. The other part is Great Britain." And it should be added that Great Britain holds Ireland in subjection, and denies to the people Home Rule, that is the right to regulate their domestic affairs. As a result, Ireland is governed by foreigners. Home Rule in Ireland does not mean the separation of Ireland from the British empire any more than Home Rule in any of the American States means a withdrawal from the Republic. It does not mean the disruption of the kingdom; it simply means that Irishmen shall have a parliament the same as Canada, and that all laws made for the regulation of Irish domestic affairs, shall be made by Irishmen in Ireland, rather than by Englishmen in England.

There are those who write for the American eye and ear in the interest of English rule in Ireland, who declare that when Irishmen take upon themselves the obligations of American citizenship, it is their duty to "discard the national sentiments in which they were nurtured." The proposition is preposterous on its face. An Irishman nurtured in the sentiment of liberty, independence and Home Rule, emigrating to America, instead of discarding the "national sentiment," finds it indefinitely strengthened, be-

cause the sentiment is preëminently American. He becomes a good American, but retains, naturally, his abhorrence of despotism in Ireland, and just here, we introduce again an allusion to America's sympathy for Turk-cursed Greece. If it were wise and patriotic for Americans to exhibit a profound sympathy for the Greeks and contribute aid for their emancipation, why should it be thought improper for Americans, and especially Irish-Americans, to urge the emancipation of Ireland from British domination to the extent of introducing Home Rule in Ireland? Greek and Turk were never more unlike and antagonistic than Irishmen and Englishmen. Nor did Greece ever suffer more from the invasion of the Turk than Irishmen from the invasion of the English.

Nothing is more frequent than to hear it said, that Irishmen are incapable of self-government. Fortunately, Americans do not have to go to Ireland to learn the Irish character. From the foundation of the Government, Irishmen, native-born, and the descendants of Irishmen, have participated in American affairs. They have been in school, college, university and on the battlefields, and everywhere have demonstrated their capabilities for self-government, for Home Rule, and in England, as well as America, history bears irrefragable proof of the towering talents of Irishmen, of their ability to stand in the van of the armies of progress and high civilization. Ireland's orators, statesmen, poets and warriors have commanded the admiration of the world, and the intimation that such qualifications of head and heart can flourish and benefit the world only under foreign banners, and cannot be utilized for the elevation of Irishmen at home, is to assert that which no honest man believes, and stands refuted by truth as luminous as the sun and as resiless as a tidal wave.

Americans can well afford to plead for Home Rule in Ireland, because it is a fundamental idea in American government. It means justice to all.

An American, we care not who he is, nor how lowly his condition, who stands forth with the ballot in his hand, becomes a figure of surpassing grandeur. Starting from the least important of all the law-making bodies to the august Senate, he has a voice, and participates in Home Rule—and this divine right, if cloven down, reduces him to a vassal. It is a right which the poor man should hold as sacred, because it creates an equality of conditions which nothing else can bestow. To demand this for Irishmen in Ireland, for Poles in Poland and Greeks in Greece is worthy of Americans, and when Americans no longer feel an interest in the struggles of the oppressed for freedom, from that day will date the decline of the American idea, a calamity more direful than pestilence or war.

It were supreme folly as well as base injustice to oppose Home Rule in Ireland, because Englishmen contend that the conferring of such a right would be antagonistic to England's interests. To enthrone the right can only antagonize the wrong, and such is the view of Gladstone, than whom England has produced no greater statesman, and the fact that Gladstone has joined his mighty power with Parnell's, to secure for Ireland the inalienable right of Home Rule, should carry conviction to every wavering mind, that Home Rule in Ireland means the strengthening of the United Kingdom of Great Britain and Ireland.

It would not be difficult to strengthen our advocacy of Home Rule in Ireland by particular reference to the land laws of Ireland by virtue of which the tenant farmers of that unhappy country, are often reduced to the verge of famine, and to depict, as the result of such legislation, the horrors of eviction, but any discussion of such topics would extend this article beyond prudent length; our purpose is accomplished if we have demonstrated that it is patriotic for Americans to feel a profound sympathy for Irishmen in their struggle for Home Rule, a right which Americans regard as

sacred, and which would be surrendered only amidst such convulsions as would demonstrate to the world that the last hope of freedom had perished.

PROFIT-SHARING.

We have before us a full statement of the result of profit-sharing in the mercantile establishment of John Wanamaker, Philadelphia, for the first year. We find no statement relating to the number of employes who shared in the profits of the business, but the amount of cash distributed for the year was \$109,439.68—of this \$59,158.66 was paid in monthly dividends, \$40,281.02 in annual dividends, and \$10,000 was set apart as a pension fund for the "permanently disabled, who by reason of old age or accident in the service of Mr. Wanamaker, are no longer able to work."

On the evening of May 7th, there was a meeting of the employes in Mr. Wanamaker's great retail dry goods house. On that occasion the employer delivered an address from which we make a few quotations. Referring to the fact that for many years, he had looked forward with satisfaction to a time when he could successfully introduce profit-sharing in his business, he said: "Whatever may be said, it remains true that the house you are a part of was the first large house to give a higher rank to salespeople, to establish the Savings Fund, the Building Association, the Beneficial Association, the Woman's House, classes of instruction, the library, and to shut up a full half of Saturday." During the year "no one's salary was reduced," on the contrary, "scores of clerks had their salaries raised." Mr. Wanamaker further said that the action he had taken in profit-sharing, was not "from any fear of strikes," but simply to benefit the employes, and to benefit himself. He might have had the entire sum distributed to his credit in bank, but said the merchant, "we increase our capital by increasing your comfort, respect, intelligence and interest." He said he wanted "trained

and true people, interested and devoted people." He was assured that "people full of enthusiasm" over his business, constituted "a part of the best capital."

Mr. Wanamaker sought to impress upon the minds of his employes, that their services were important to the success of his business, that work, while entitled to wages, was also entitled to an equitable share of the wealth it created, and he found by calculation, that during the year ending March 7th, 1888, these services, over and above wages, were entitled to \$109,439.66, equal to an investment at 6 per cent. of \$1,823,983.

It is not required that we should refer to Mr. John Wanamaker as a philanthropist. We regard it out of place to deal in sentiment. Mr. Wanamaker is a clear-headed business man, that he is generous goes without the saying. He is evidently broad-gauged. He is large. He knows the right thing when he sees it, and he has the courage to do the right thing; and what he has done in coöperation-profit-sharing, ought to be done by others. Mr. Wanamaker has set a splendid example. He is of more importance than the colossal figure of Liberty "Enlightening the World," that stands in the harbor of New York. He has solved one of the most important problems of the times. He has taken a theory and reduced it to practice. He has shown that the work of his employes was worth, over and above the wages paid, \$109,439.68, and he paid it to them. He did not give it to them. There was no element of charity in the transaction. True, Mr. Wanamaker could have withheld the money he paid to his employes, he could have reduced their wages, made it more difficult for them to live, but he preferred being a just man and hand over to his employes what was honestly due them.

The standing declaration is, that labor does not receive the equitable share of the wealth it creates. In every department of human endeavor, the laborer is robbed. This injustice

is well nigh universal. If there have been exceptions, like the visits of angels, they are few and far between. If it were possible to introduce a reign of justice, labor would at once be emancipated from the thraldoms that crush and degrade it. Mr. Wanamaker has demonstrated that it is possible to introduce a reign of justice. It is eminently feasible. There is nothing connected with the idea that is visionary. Honest profit-sharing introduces the long-sought and prayed-for era, when labor, having secured its rights, unrest, strikes, and the entire brood of wrongs, incident to a reign of injustice disappears.

It has been well said by one who has given special thought to the subject and who has evinced ability to grasp it, and comprehend far-reaching consequences, that "the question presented by the labor agitation is both industrial and social, and concerns not the capitalist, nor the wage worker, exclusively, nor the one more than the other, but the whole body of society and the state itself. It involves a great principle, in the presence of which individual interests become insignificant. No question more serious, or of graver importance, ever came before the American people, and upon its right settlement may not only depend the future of society, but ultimately the fate of the great Republic." Fortunately there are not a multitude of problems to be solved. The central question around which all others revolve is that of doing simple justice by labor, by wage workers, the wage receivers. Mr. John Wanamaker, of Philadelphia, has shown how this justice can be approximated. He saw that work, aside from wages, was capital invested in his business. He saw that the work of his employes, independent of wages, was equal to a cash investment at 6 per cent. of \$1,823,983, and he paid to his employes the dividends arising from that investment of labor capital \$109,439.68. Manifestly, if this was justice to labor in the case of Mr. Wanamaker, it is justice in the case of every other

industrial and business enterprise in the land. Mr. Wanamaker's employes are his partners in his business. The interest is one—it is coöperation, profit-sharing, the reign of justice in business affairs. It requires no argument to prove that this movement on the part of Mr. Wanamaker is in the line of moral, social, intellectual and financial elevation. The employé is a partner. The business of Mr. Wanamaker is the business of each profit sharer. It solves the problem. It is a triumphant demonstration that labor is capital—as certainly so, as cash—and the day that the fact obtains universal recognition, the millennial era will dawn, or an era which will bear such a resemblance to the millennium, that no one will care to debate the proposition.

It is well understood that industrial questions will not adjust themselves without effort and agitation. It is said that "remedies only follow effort and preparation." In solving industrial problems the work must begin with those who are oppressed. The oppressor will not set the reform ball in motion. The monopolist, the engineers of trusts and syndicates, the men who under various pretexts compel labor to pay tribute to greed will not inaugurate reforms. They are content to coin sweat into gold. Callous-hearted, they will never seek the emancipation of labor from degrading surroundings. Laboring men must take the matter in hand, and this they are doing. The ball of reform has begun rolling. It is gathering volume and impetus, and all around the horizon can be seen streaks of light presaging the dawn of a new era.

"Society," says a writer, has grown away from a true appreciation of the dignity and importance of labor." Adam Smith has said: "Not by silver and gold, but by labor, was the wealth of the world purchased"—and it is said that "there was a time when there was no capital; there never was a time during man's existence when there was no labor"—and it might be added, excepting, perhaps, in primitive times and in isolated instances,

when labor was not degraded—when the badge of labor was not the symbol of poverty and inferiority. First robbed and then humiliated, the history of labor has been one of ceaseless outrage. But the time has come for a change. There is nothing Utopian connected with the movement. The propositions have all the severity of verities. There is no antagonism to wealth, to capital—nay—verily. The proposition is that labor creates wealth and capital—better still, labor is wealth and capital, and in the coming adjustments the bond of union between labor and capital, labor capital and cash capital, is to be strengthened and rendered indissoluble. To accomplish this in the United States, there will be federation of labor organizations. Under the operation of federation, arbitration will take the place of strikes. There will come on a broader scale coöperation or profit-sharing, and the full orb'd noon of the emancipation of labor from wrong and injustice.

In this splendid triumph the ballot will be used; unjust and iniquitous laws will be repealed and the sovereignty of the citizen will no longer be cloven down and neutralized by the "machine," operated by demagogues.

Mr. John Wanamaker has demonstrated to some extent, how justice can be introduced. He has planted the acorn, and the hundred armed oak is putting forth its branches. It is the tree of Liberty, of Independence, of Right and Justice. It is to be planted elsewhere than in Philadelphia, and when a "hundred years are gone," from ocean to ocean, from the center to the circumference of this broad land, millions shall gather beneath its shade and celebrate the untold blessings of profit-sharing.

IN the June number of the *Railway Conductor's Monthly*, we note a reference to an editorial article, which appeared in this *Magazine* in May, in which the editor of the *Monthly*, Grand Chief Conductor Wheaton, says: "We will say that the Grand Chief Conductor has not issued any circular or

used any such language as is attributed to him by the editor of the *Magazine*." It seems, according to Mr. Wheaton's statement, that the "circular" to which we referred, was written by two members of the O. R. C., but owing to a law of the O. R. C., these men could not "issue" it without obtaining the "constitutional permission" of the Grand Chief Conductor. The law of the O. R. C. prohibiting the issue of such a circular is eminently wise. A couple of crack-brained nincompoops, desiring notoriety, write a circular. It is submitted to the Grand Chief Conductor and "permission" to give it publicity is solicited, and says, Mr. Wheaton "being a believer in free speech, we had no desire to curtail the privileges of any member of the Order." Mr. Wheaton gave permission to issue the circular, and thereby made its utterances practically his own; worse, he sought to make the circular the utterances of the O. R. C. and yet, he resorts to a subterfuge, and says "the Grand Chief Conductor has not issued any circular." Is that manly? Is it courageous? Mr. Wheaton could have prevented the issuing of the circular. The law of the Order, of which he is the head, was enacted for the purpose of repressing the utterances of irresponsible characters, and since Mr. Wheaton did not suppress the circular but gave permission that it should go forth on its errand of mischief, its statements became his own, and though he may regret it, as he ought to, the responsibility rests upon his shoulders.

Mr. Wheaton says: "The Brotherhood of Locomotive Firemen has had our sympathy from the outset of the present struggle." We have known all the time that a very large element of the O. R. C. has been in active sympathy with the striking engineers and firemen on the C., B. & Q., and we believe the day is close at hand, when the O. R. C. will be in full sympathy with other organizations of railway employes when they seek to obtain such wages as are just, and that the Order will not long tolerate a policy

of antagonism towards other Orders when railway officials deny them honest pay. There is nothing in the position or the duties of railway conductors, to elevate them above their coemployes, but on the contrary, everything suggests coöperation in the hour of need. It is our agreeable privilege to acknowledge a large number of railway conductors on the list of our personal and valued friends, and we happen to know they are in active sympathy with the striking engineers and firemen on the C., B. & Q. Our motto is and has been, harmony, sympathy, coöperation and federation in the ranks of railway employes, and to this we feel satisfied the various organizations are coming. It is only a question of time, and the period is not remote.

PARENTAL AND PUSILLANIMOUS.

The Railway Service *Gazette* copies from the St. Thomas, Ont., *Times*, an item, in which it is said that an order has been issued by Superintendent Morford, addressed to all operators along the line of the Canada Division of the Michigan Central railroad, requesting them to "withdraw at once from the Order of Railway Telegraphers, and not to talk to or permit the organizer of the Order to enter the depots." To characterize as pusillanimous such an order from any railroad official is putting it mildly, and it should be denounced universally as mean-spirited and cowardly. It is arrogance run mad. It is official offensiveness totally at war with every conception of independence. The *Gazette* queries: "And has it come to that point on the Michigan Central railroad, when a Division Superintendent shall direct his employes whom they may or may not talk to?" Certainly, it has come to just that sort of a thing, and it may be said just here, that during all the reign of slavery in the United States, no master issued to his slaves a more degrading order. To obey the infamous command tears from every Railway Telegrapher under

Morford's rule the robes of their manhood and independence and decks them out in the insignia of slaves. We confess to undisguised amazement in knowing that any railroad official could be found on the continent, so steeped in the spirit of autocratic superciliousness as to issue such an order as this strutting pea fowl of the Michigan Central delivered to the Railway Telegraphers on the division under his management. The idea that such an arrogant fellow has any place at all in the management of railway affairs should arouse universal detestation.

The time ought to come immediately when workingmen will assert their manhood and say to their employers: "All we ask of you is to pay us fair wages for our work. This done, we will take care of ourselves and our families without any interference from you or your agents." And to this it must come if the dignity of American citizenship is to be maintained in this country where sovereignty is inherent, and an equality of conditions under constitution and law is guaranteed. We notice that Carnegie, Phipps & Co. have issued to their employes the following circular:

To Our Employes: With a view to encourage our workmen to save, we have decided to receive such portion of their earnings as they may wish to deposit with us, not to exceed \$2,000 for any one amount. Deposits will be received every pay day and receipts given therefor. Six per cent. interest will be allowed on all deposits. All or any part of deposits can be lifted by giving notice upon any pay day. Payment of such sums will be made on the following pay day. We will continue to lend money on mortgage to our workmen who desire to build homes for themselves, and will place in the hands of a trustee all such mortgages and those we now hold upon property advanced upon to our men, as an additional security for such sums as may be deposited with us. We trust our workmen will excuse us if we take this occasion to impress upon them the supreme importance of investing from time to time such funds as they can, that an honorable independence may be their old age, which, we trust, this action upon our part may help them to obtain.

This firm of Carnegie, Phipps & Co. have grown fabulously rich off of the labor of their employes, and now they assume the attitude of parental oversight towards these employes, at once disgusting and degrading. *Track and Traffic*, in commenting upon the circular, admits, as do all rational men, that it is the part of wisdom to

lay by something for a rainy day, but it says that the relationship contemplated by the circular between employer and employe, would soon bind the latter hand and foot. He would be the most dependent of creatures, because the purchaser of his mechanical skill would also be the custodian of his net earnings, a relationship that could not exist without clothing the employer with extraordinary power and influence entirely at the expense of the employe. This parental business on the part of the employer of workingmen in the United States has gone about far enough. It is anti-American, and *Track and Traffic* puts the matter squarely when he says:

"It is the business of the employer to pay his employes for their service promptly at agreed dates, and the prudent employe never lets his wages when once in hand return to the hand that gave them to him. The theory that the employer can borrow back the wage money that he has just paid to his employe without weakening his own financial standing and belittling the employe is untenable. In the first place the security is not sufficient to justify the employe in lending, besides if the employer is worthy of credit his native pride should make him go to a bank for accommodation so that he might be identified with current financial and general business events and be somebody in the community. There are plenty of banks that will not take the accounts of their own employes on the principle that when an employe receives his wages there should not be even the appearance of their returning to the employer direct from his hands, and it is a mighty good principle for every employer to have woven in and through his business methods."

American workingmen are as certainly anxious about their future as are their employers about their own destiny. They have as much at stake in the welfare of society and the perpetuation of free institutions. This slobbering solicitude of men of the Carnegie, Phipps & Co. stripe, does not mean the manly independence and self reliance of the workingman, on the contrary, it means to inculcate feelings of dependence, flagrantly at war with any and every correct conception of the dignity and prerogatives of American citizenship.

IN Germany, says a letter to the *N. Y. Sun*, when any of the nobility appear at a hotel, even the small fry, people rise and remain standing till the titled tom-tits are seated. Americans are not built that way.

"THE TWIN BROTHERHOODS."

We like the term "Twin Brotherhoods," as applied to the B. of L. E. and the B. of L. F. As a matter of course we accept the term as meaning "close resemblance," having in view similar purposes, bound together by closer ties than are found to exist between any other separate and distinct organizations of working men, the members of the B. of L. F. growing by laws entirely natural into the B. of L. E. To a great majority of locomotive firemen the goal of their ambition is to become locomotive engineers. They work for the throttle. They long for the day when the order shall come to pass over to the "right side," and just here let the fact be recorded again that the Brotherhood of Locomotive Firemen has been animated to educate men worthy of promotion to the responsible position of engineer.

This *Magazine* has often taken occasion to bring about harmonious relations between the Brotherhoods—which, fortunately, were never seriously disturbed. It will be remembered that in December, 1885, the engineers on the New York Elevated Railroads had a grievance which was brought to the attention of the officers of the roads. On that memorable occasion the firemen stood by the engineers like twin brothers, and of this, more than two years ago we wrote as follows:

"The incident supplies abundant proof, and presents in a light which cannot fail of conveying conviction to the minds of all reasonable men that the two great Brotherhoods are necessary to each other, and that they ought always to feel a profound solicitude in each other's welfare."

"We are by no means disinclined to admit the soft impeachment that often, when contemplating the mutual perils of engineers and firemen on the rail, we are disposed to indulge in what is usually styled sentiment. There is nothing that brings men in such accord as peril. Danger dethrones caste. It levels like death. When death and destruction ride on the storm cloud or tramp with the earthquake prince and peasant stand on the same level. And the engineer and fireman, plunging on in the dark through cut and tunnel and gorge, around the curve, over the bridge spanning river and chasm, fate by inexorable decree grasps and holds them

in their places to live or die together. Fate has for them the same destiny, and such incidents bind the Brotherhoods together in indissoluble bonds."

It is most agreeable to us to accept in its largest and most generous meaning the term "twins" as applied by the *Engineer's Journal* to the B. of L. E. and the B. of L. F. It is a designation fraught with incalculable benefits to both Orders. Its significance is far-reaching, wide-spreading and deeply penetrating. It embodies the idea of unity, of federation, of mutual kindness and reciprocal effort in the maintenance of justice and fair dealing, besides it is an example of working together for the common weal, which in these times will exert a powerful influence towards the federation of railroad organizations of working men, which, when perfected, will commend federation and the abandonment of strikes as a means of redress.

EXPERIENCED MEN.

The *Railway Service Gazette* of June 7th has the following, under the caption of "Dear Bought Experience."

An esteemed correspondent of the *Gazette*, who is a trusted employe of the Philadelphia & Reading, says: "We had of late a number of wrecks which must have been a serious loss to the company. They were all to coal and freight trains. It is supposed that they were the result of employing inexperienced men, who were hired to take the places of striking Knights of Labor. It is hoped that both the companies and the labor organizations have learned some valuable lessons from the late labor troubles." That is the thing. One would think that the lesson was a plain one, and easily learned. Here are inexperienced engineers taking the places of old and experienced men, who are members of the K. of L. on the Philadelphia & Reading. Here are other inexperienced engineers taking the places of old and experienced men who are members of the B. of L. E. on the Chicago, Burlington & Quincy, and what is the result? Hundreds of good men out of employment on one road because they are Knights of Labor, and on the other because they are members of the B. of L. E. Hundreds of wrecks on both roads that will cost the stockholders millions of dollars.

In the foregoing we find a fact stated which must always and inevitably, in case of labor troubles, result in unnecessary complications to the detriment of workingmen. The old saw says "Many men of many minds," and as a consequence it may always be true that while organizations of working men have for their purpose the bettering of

the condition of their members there will be found men who, asserting their independence, will prefer to remain on the outside. The point we make, however, is this: If a working man does choose to join a labor organization it is eminently wise to become a member of the one in which his associates are bound together by ties inherent in their trade, or calling, rather than join one in which such conditions do not exist, and in which the bond of fellowship is purely artificial. The tuition fee in the school of experience has always been high, but always in exact proportion to the importance of the lesson to be learned, and when the student finally receives a diploma should he go forth as a lecturer, his wisdom will command attention and respect. The serious difficulty in the way of success in life is the lack of what is termed the "courage of conviction," or, if possible, that still nobler type of courage, which enables a man to acknowledge an error or a mistake. It is said that to "convince a man against his will, he is of the same opinion still," and it is, we think, quite probable that some men will not be taught in the rugged school of experience. Still, the school will be kept open night and day as long as the stars shine, and thousands will be taught and will go forth better equipped for the battles of life.

Workingmen will continue to organize under the banners of their trades. It is only a question of time and intelligence. There are no arguments against organization that are as mighty as those in favor of organization, and the purpose of organization being to secure justice for labor and nothing but justice, it is safe to anticipate that the day is not distant when workingmen, to secure justice, will fall into line, that is, the vast majority of them. This done, there will be federation, not amalgamation, and then will follow arbitration and a host of blessings the mere contemplation of which is well calculated to banish doubt from the mind and inspire faith in the ultimate triumph of the right.

THE *Locomotive Engineer*, under the editorial control of John A. Hill, Esq., is rapidly working its way to recognition, and demonstrating that there is a place for it in the railway literature of the times. We note some reflections, editorially, under the caption "Revive the Practical Discussions," which are strictly in consonance with the policy of the *Magazine*, and is the reason why its Mechanical Department was established. The *Engineer* says:

Whatever else the organizations of engineers and firemen do—and they do much that is good, ennobling and charitable—they should pay more attention to the science of railroading, and discussions of the business of handling their engines and doing the work of their employers. One of the main aims of any body of enginemen should be to make themselves better mechanics. They should study and discuss problems of the road, have models and books for general perusal that are too expensive for individuals to buy, and present such inducements that no good man could afford to lose the advantages offered by the Brotherhoods.

This *Magazine* is on record showing what great advantages would accrue to Brotherhood Firemen if the Lodge room were more of a school room than at present, as also what large stores of knowledge, practical and valuable, is within reach of every Brotherhood Fireman if leisure hours were devoted to study. "No matter how much we don't want it and don't believe it will ever come, the time is certainly coming," says the *Engineer*, "when all firemen will have to pass an examination on adaptability, intelligence, sobriety, color blindness, etc., before they are allowed to fire; they will have to pass a rigid examination on time card rules, signals and the handling of engine and brakes, before they will be allowed to try their hands at the throttle. They will also have to be recommended by good engineers as first-class firemen. Men hunting jobs will have to pass rigid examinations; there will be no oldest man racket, no waiting for turn, but promotion on merit from top to bottom." It is the part of wisdom therefore, to be ready for the coming of the new era, when knowledge and merit will come to the front and defiantly hold the positions secured.

THE USE AND ABUSE OF FICTION.

The world is real, not fictitious. The sun, shining in his strength, and by his life-giving rays causing the green carpet of the earth to put on its loveliest hue, tells us that life, although enigmatical, is not *real*. The perfumed flowers that bedeck the mossy banks and from which the honey bee sips nectar, speak the same truth. Fair Luna lends her rays to adorn a fictitious landscape. As we look at nature's works through the mystical light in which she shrouds them, how lovely they appear. How beautiful the placid lake reflects the silvery rays, upon whose fair banks wave the boughs of lofty trees, which, stooping, kiss the watery mirror! All this, how *lovely*, yet how *real*! Again, we see the bruised seed sending forth the tender blade; we watch its progress until it arrives to maturity. It yields a harvest of richest fruit, but who can unravel all the mysteries of vegetation? Still there is nothing found fictitious, but a reality which tells us that truth is much more strange than fiction. Then thought turns in upon ourselves, and we perceive that we are not mere creatures of fancy, an ideal only, but we are veritable human beings, the occupiers of corporeal bodies, inhabitants of a material world. Thus at every step, by all we see, or hear, or feel, we are reminded that life is real. But although reality is thus plainly stamped on the face of nature, yet fiction has often tried to gloss the indelible impress with a false but a more enchanting exterior. She would fain bear us away on her light but unsteady pinions from the real shores and fix our dwellings where skies with brighter azure smile and flowers with unearthly beauty bloom. But anon, perhaps, this fickle-minded goddess may plunge us down some dark abyss of unreal woe, where brooding melancholy sits linked with grim despair. Thick clouds are overhead and stormy blasts rock those branches whose cypress shades cast gloom o'er all. But even this ever-varying phantom has been an accomplice in many a good deed. By her aid many a moral precept has been conveyed to hearts that else would not have listened. Many a legend has been written, interwoven truth most sublime. Allegorical writings are a most worthy class of fictitious works. And here again may be seen the use of fiction to inculcate moral truth. Similar to these are the parables interspersed with throughout the sacred volume. Much has also been said about fiction as an aid to refinement of taste and the cultivation of the imagination. Look on her, then, as soon as she appears before you, and see if her form is not comely and her mission a noble one. Would that we might ever gaze on her in this loveliest dress! But you go ask that father why his son, gifted with the

natural power that might have ranked him among the world's most truly great, has squandered his talent and become dissipated in his habits, and worse than useless in society? He will tell you that it was too much intimacy with works of fiction that caused this waste of immortal powers. Inquire of that mother why it is that her daughter has become so mutable? Why the rosy hue has departed from her cheek and real life has become so insipid? Why she has no sympathy for the hearts around her overcharged with sorrow? Why no tears to weep with those who weep on earth? Hear the mother's answer: "Novel reading has done this." Fiction has bereft the soul of the image of the beautiful and stamped thereon instead her own impress, pampering the mental appetite with most pernicious food; transporting her victim to an ideal world where all her sympathies are lavished on false scenes, where all her tears are shed over imaginative sorrow. Why is it that the wife and mother has lost a relish for the performance of her duties? Why has home lost its attraction for that husband? Because that wife and mother has become a devotee of novel reading. She has allowed herself to get within the limits of the peace-destroying whirlpool and now finds that she cannot extricate herself. But it is only occasionally that the wife and mother is found whirling within the vortex. Not a few of the fair daughters of land are found bound with her fascinating chains. Many sons, the hope of our country, have fallen prey to her wiles. Thousands upon thousands have been her victims. Have their tastes been improved? Is the imagination more pure, or does it soar with a more heavenward flight? Nay; we are forced to abandon the idea, if it ever had a lodgment in our breast. As well might we look for the water of life to flow from Lethe's turbid pool as to think that those who sip of the poisonous waters flowing from the stream of fictitious literature should have mental health. We may fancy we are quaffing the pure breath of heaven, while we are only inhaling the baleful miasma; but ere long we shall be fearfully undeceived.

Is fiction, then, the cause of so much evil? Let not those be deemed unjust who heap curses on her head, who fain would blot her out of existence, but cannot. A little while ago we saw her in her loveliest attitude; now she stands before us a deformed and hated thing. Wherefore this change? Does she delight to sport with the passions of humanity? Transform herself from an angel of light to a fiend of darkness? Censure not too harshly; but know that it is man himself who makes fiction what she is—either an almoner of good or a procurer of evil. She has no power to determine by whom she shall be

used, or to what purpose. Like the clay of the potter, the former stamps upon her whatever impress he chooses. Nay, he stamps his own likeness thereon, so that fiction in her varying forms is a faithful mirror in which we see reflected the minds of those to whom she has lent her aid. The good, whose ideas are chaste and pure, transfer the pleasing imagery of their own minds to their writing, and those who read shall rise from the pleasing task with better hearts; and thus fiction proves useful. But she has been abused—grossly abused, when pressed into the service of those whose minds are corrupt. They may be talented; if they are, so much the worse, since all their genius must be spent in forming distorted pictures of life scenes. What though Byron and Eugene Sue were gifted with god-like powers? Were they happier or the world better on that account? Talented they were, and they did much to swell the list of fictitious works, thus scattering broadcast seed which has borne and will continue to bear most pernicious fruits. They have caused many to look upon her as one in whom no redeeming traits of character can be found, although in herself not repulsive and not an enemy to mankind, yet she is liable to abuse, and will be while man remains depraved. What need have we of fiction? The world is full of wonders. Here is found sufficient food for the most lively imaginations. We may roam o'er the earth from pole to pole, we may explore the ethereal vaults or dive down into the ocean's depths, and everywhere we shall find new cause for astonishment and new scenes of pleasure. We will find the beautiful and sublime at every step in *real* characters. Can we in our imaginations create anything more beautiful than the Allwise has already created? How vain the thought!

Finally, then, although fiction may not be hurtful at all times, but may be beneficial, yet an intimacy with nature is far more desirable, and here is found something far more ennobling than the choicest entertainments of fiction.

Old Reliable.

AMERICAN POLITICS.

At no time since our national birth, has our social state been so deplorably rotten as it is to-day. In this the last quarter of the nineteenth century, how strange, possessed as we are of historical records of eighteen hundred and eighty-eight years of man's evil doings, since the Christian era first brought the beacon light upon man's ship of destiny, to guide us to that haven called happiness, that no nation yet has anchored there. Strange that this land of ours, this loved America, this glorious ship of liberty,

manned by sturdy millions should lose its course, and strand upon the bars of jealousy and avarice, to be tossed by the billows of disunion and deceit, swamped in the seething vortex of monopoly—that piracy of land and sea, which makes masters of our servants, and makes slaves of you and me; that is if you are a man as I am, working hard each blessed day, trying to maintain your family on a poor-house rate of pay. Let us be modest, candid, and just, less enthusiastic, and more sensible; let us blow the dust out of each other's eyes, dust that has been kicked up by tramping millions of campaign paraders in each political contest of the last twenty years, and ruthlessly blown in the face of true manhood by unscrupulous demagogues. Let each enfranchised being take seriously to heart our nation's needs, and let experiences of the past, serve as a criterion by which to judge the prospects of the future.

To you my fellow-man of honest toil, I wish to speak, and here is plain and cheap, though good advice. To the betterment of your condition, give as much consideration and serious thought as is generally expended on the glowing accounts of prize fights and horse races, dog fights and boat races, base ball and scandal cases, with which the columns of bright journalism, known as the Associated Press, abound; but alas! I fear monopoly's bridle is fastened round their necks. At all events such matter as were of interest to you and me and every well thinking laboring man, that conflicts with the avaricious greed of capital, is suppressed, and in its stead one gets the stale and threadbare jargon of the ring, the turf, the pit, the slum, which is neither useful nor ornamental to society nor does it add lustre to the American press, which should be the educator of the American people, but alas, poor people.

Do you ever consider when handling a dollar of United States money what gives that dollar its true value? Are you misguided by the belief that a block of silver, of certain dimensions and weight, bearing specified inscriptions stamped with the United States legal tender die, is the body and soul of that dollar? It is not. The intrinsic value of that dollar lies in you.

The metal value of that dollar is no greater than the metal value of that much brass, only that it is a *legal compensation* for a dollar's worth of labor. Labor then, and not legal tender, is the wealth of our land, and you and I with all our kind constitute the inexhaustible mines of our country's resources. It is out of our physical force that the power of monopoly is coining the golden millions, that erect the frowning castles of its defense, in the form of gigantic store and warehouses, in whose bins are cornered the products of our land, as well

as the necessities of life that come from other quarters. Is it just? Does it look well upon the records of the model government of the world, in this liberty enlightened age, that I, a factor of this envied power, shall be despised; valued but as a grinding mill, which daily yields a golden coin to swell the purse of greedy aristocracy, and be kept in poverty, half-clothed, half-housed, and family scarcely fed?

It it be true, that things that are equal to the same thing are equal to each other, then we, that are our national wealth, must be our nation's power, and in the right of franchise that power is vested; but to the disgrace of our national hardihood be it said that in our ranks, there is an element of fear, fostered and cultivated by vile demagogues, that none but the possessors of millions should have access to our national seats of honor, and in our strong party affinity, we practically back them up. We tramp the streets in gay parade, we shout and drink and sing. We turn the stone to grind the knife that cuts our own heart strings.

Speaker on a rotten stump calls the boisterous horde to order, reads to them the party's platform, and of course explains the meaning of each plank; tariff up or tariff down, either way to please the town, but no matter, that old hobby is completely broken down; then he talks of Mormon evils, and the evils of a crown; lauds us in our rights as freemen, and runs his opponent down; then he relates some obscene anecdotes, and advocates a strong foreign policy, and swears by all, good, bad and indifferent, that *his* champion is a man of the people, and for the people. And so he is, and will work them to their utmost capacity for the least possible compensation, and it matters not which of the two grand old parties wins, they are all sixes. But the speaker goes on, swelling the hearts and heads of the credulous, with predictions of great railway extensions, building of canals, and other public enterprises, that will ensure profitable employment for the thousands that are now idle. Well, suppose there are some public enterprises undertaken: let us just look into matters and see how they are carried on. In the event of building a railway, or any other large public job, some political rounder is awarded the contract, whose estimates cover the expense of first-class American labor, netting him a good round profit on that basis. But does he employ American labor? No, he sends off to Italy, and imports a horde of parasites of civilization, who come to this country for just what they can grab, and are neither producers nor consumers, but a band of filthy vultures; paying no taxes because they never intend to naturalize, but stay just long enough to fill their old clothes with American money, and then return to their native dens of filth,

leaving behind them a despicable class of beings, known to us as tramps. And it is an alarming fact, that above ninety per cent. of the great army who do nothing but tramp, tramp, tramp, are young men of American birth, driven from the field of honest toil, to indolence and crime, under the auspices of this powerful model government, through the agency of its machinery, the cog-wheels of monopoly, by whose grinding process, the fundamental principles of our government are, not only disgraced and utterly abandoned, but sadly perverted. And instead of "We, the people of the United States, &c.," the preamble of our constitution, as government is administered to-day, should read: We, the wealthy of these states united, in order to increase our riches, establish absolute control, and operate the ballot-box to ensure the same privileges and blessings to our posterity, do ordain and establish the supremacy of monopoly.

The object of franchise with the founders of the constitution under which we live, was good, and intended to place the reins of government in the hands of the people governed, to lead the people to educate themselves in the science of government, that they might be better able to appreciate the blessings of liberty, freedom and equal rights.

But alas! those three towering pedestals of national pride and worldly fame, have undergone a series of campaign shooting matches, the wear of which has so defaced their perfect molds, that to-day liberty is fast succumbing, sinking a lacerated bleeding victim, under the ruthless fire from the great guns of bribery.

Freedom is now tottering to its fall under the cross-fire from the great batteries of coercion.

And now to equal rights, that bright and lustrous star, which for one hundred and eleven years has added beauty to our national banner of fame, and still floats to the breezes of the world from the monumental ramparts of our birthright, let us turn, and there set up a school, the doors of which shall be open unto all, and there teach charity and train our thoughts to tend toward national harmony, to overcome the evils of our age, and re-establish confidence, lay down the slanderous arms we bear, the fiery shafts of party animosity, and in their stead, to keep employed; say we should build a boat, and name her *Enterprise*. In her hold we stow away such articles as these, a good round sum of capital and labor to make it pay, then divide accruing profits in a just and manly way, then labor would stand by capital, and capital can't say nay; but our vessel is not loaded yet, and to fill the rest of space, we will load up power and knowledge, and let them have^{ed}.

race. Now power without knowledge makes of man a tyrant base, and knowledge, lacking power, is helpless in the chase, but being brought together thus, upon this ship of ours, power will gain by knowledge, and knowledge become a power.

Thus you will see that as our ship sails on toward its port of destiny, manned by hardy seaman, whose interests and welfare are dependent and mutual, guided to that haven upon whose shore stands the beacon light, the light emitted by knowledge in power and known as the harbor of happiness. On which voyage, we pour the oil of consolation for one another over troubled waters, and in the kind ministrations we will realize that while it is good to have gentlemanly clothes, it is better to have the dignity of the gentleman, that we may wear them becomingly. Therefore, let us as laboring men be modest and just, less enthusiastic and more sensible, more serious in matters concerning our interests and less emotional under the influence of vile unscrupulous demagogues, and thereby maintain the power vested in us and the sacredness of our country's ballot-box.

Before us is another campaign, the result of which must add another page to our country's history. In glancing back to the days of our forefathers, when these fertile fields of ours were luxuriant in the virgin forest, before the mineral riches of our land had disclosed themselves to avaricious man, labor was man's only resource. It was a necessity, it was universal, it was honorable, and it had its reward. It educated and inured to hardships those grand old pioneers of revolutionary fame who had the imperishable honor of driving the British tyrant from our shores, and to whom everlasting praise is due for the adding of a new and independent nation to the family of the earth. Nobly was their task completed; grand, broad and benevolent were the principles of their faith, believing that the strength and happiness of our nation was dependent upon the strength and happiness of the families of our nation, and not upon the strength of syndicates, trusts and incorporations combined to form one grand conglomerated monopoly whose object is to rob manhood of its dignity and labor of reward. I charge our rulers (and thereby mean our law makers) with this heinous crime, the crime of legislating such laws as concede to the wealthy the right to oppress and persecute the poor, sustaining wealth in its nefarious course of trampling under foot the rights of freemen; legislating such laws as makes a criminal of a man of toil who dares demand a living for his labor.

And you and I are equally to blame for this state of affairs, simply because, first, we do not do our own thinking; second, because we allow ourselves to inhale the pois-

onous effluvia that rises upon the surface of our federal and state cesspools, viz.: our legislative halls, there gathered in barrels similar to the odorless scavenger casks of our cities, then spread upon the sheets of America's rotten press, and handed in at every door to educate the struggling poor.

There are within the broad area of our domain a few such public sheets as give to labor labor's due. Now, here appears a foothold for our clan; embrace it every workingman. Reject the sheets of politicians, robbing schemes to catch your vote and then cut your throat with the Italian's dagger.

Is it encouraging to the laboring class to know that one of our country's presidential aspirants, not six weeks ago, in common with an act of council changed the city plan of one of our largest eastern cities to accommodate one of our country's millionaires in the erection of a large manufacturing establishment, the preliminary preparation—as in all similar cases—employed a large number of unskilled laborers?

Are you aware that all our large cities are fully able to meet such demands with natural, tax-paying citizens, who, year after year contribute their mite toward maintaining the expenses of the government? Do you naturally suppose that these same men by whose votes the Presidential aspirant was elected mayor of the city in question, and by whose power the councilmanic chairs are filled, should receive just countenance and the means of an honest livelihood? I claim they should, but they did not, and in their stead two hundred filthy Italians were marshaled upon the scene and their presence was not disputed by either word or act, but this exalted mayor ordered a strong force of police to guard these filthy reptiles, whose subsistence consists of what they can gather out of slop-barrels and waste-bins around the market houses, wherein is thrown unmarketable goods in greater or less stages of decomposition, consequently they are at no cost for living. Yes, to guard these filthy vultures against the possible murmuring of discontent that might arise among a body of citizens with probably famishing children at home.

Men of toil, come, mend your ways by casting off old party love and prejudice and build a party of your own, and make this haughty aristocracy bow down its jeweled head before the tide of labor's might. And to compete with the amalgamated monopolies of our land we will have a labor federation and make it firm and strong, and educate its ranks in all our nation's needs and so redeem what we have lost, the free-man's sacred trust of Liberty, Freedom and Equal Rights.

Fackenthall.

Mechanical

Busy Railroads.

Thinking it would be a matter of some interest to the readers of this department, the following table, showing the number of miles operated by different railroad companies, together with the number of locomotives and cars which constitute their rolling stock has been compiled. Only companies owning or controlling over 500 miles of road have been placed on this list, much of it being made up from the Directory of Railroads as published in the *National Car and Locomotive Builder*. In order to be able to form an idea of the comparative business done by the roads, the figures in the last two columns give the number of locomotives and cars to every hundred miles of road, and this ought to at once point out the roads which do the most business, for it will be found that there are no roads so fond of expenditure, as to provide more than the needed equipment. Indeed the general rule is that nearly all roads have not enough motive power, and none have any cars standing idle unless they are broken or completely worn out:

NAME OF ROAD.	Number of Miles.	Number of Locomotives.	Number of Cars.	Number of Locomotives per 100 miles.	Number of Cars per 100 miles.
Atchison, Topeka & Santa Fe with South Kansas & Chicago, South Tex. & Cal.	4,248	474	16,213	16	380
Atlantic & Pacific	815	49	1,156	6	142
Baltimore & Ohio	1,809	756	25,877	41	1,431
Boston & Maine	1,207	117	10,493	32	800
Burl'gt'n, C. R. & N.	1,039	104	4,206	10	405
Canadian Pacific	1,742	118	2,726	7	157
Central of Georgia	1,115	148	2,099	13	187
Central of New Jersey	1,023	363	32,520	36	3,178
Central Iowa	504	57	2,344	11	460
Central Vermont	701	182	4,314	26	615
C. B. & Q.	4,005	621	24,272	15	606
Chicago & Alton	849	228	7,166	27	848
Chl., Mil. & St. Paul	5,616	732	22,838	13	422
Chl., R. I. & Pac.	1,384	336	8,367	24	604
Chl., St. L. & Pitts.	583	190	3,062	33	628
Chl., St. P., M. & Om'ha	1,399	235	8,931	17	638
Chl., St. P. & Kan. City	800	64	2,900	8	350
Chl. & N. W.	4,202	735	23,428	17	558
Cin., N. O. & Tex. Pac.	1,158	146	7,080	13	611
Cleve., Col. Cin. & Ind.	788	223	8,061	29	1,023
Del., Lack. & West'n	889	518	35,976	58	4,047
Del. & Hudson Canal Co	634	235	11,199	39	1,751
Denver & Rio Grande	1,418	218	5,616	15	391
E. Tenn., Va. & Ga.	1,032	156	5,908	15	543
Florida Ry. & Nav. Co.	530	37	952	7	180
Frem't, E. & Mo. Val.	1,155	90	2,483	7	215
Grand Rapids & Ind.	570	66	3,083	12	541
Gulf, Cal. & Santa Fe.	1,020	79	2,347	8	230
Houston & Tex. Central	788	97	2,214	12	281
Illinois Central	2,401	407	12,210	16	495
Inter-Colonial Ry.	956	190	5,261	20	501

NAME OF ROAD.	Number of Miles.	Number of Locomotives.	Number of Cars.	Number of Locomotives per 100 miles.	Number of Cars per 100 miles.
Lake Erie & Western	550	82	2,940	15	524
Lake Shore & Mich. So.	1,340	526	16,993	39	1,268
Lehigh Valley	720	472	40,372	65	5,607
Louisville, N. O. & Tex.	533	73	1,184	11	222
Louisville & Nashville	2,422	426	12,871	13	820
Maine Central	535	86	2,178	16	401
Mex. Central	1,224	94	2,609	8	213
Mex. National	906	50	1,283	5	141
Mich. Central	1,598	404	12,438	25	778
Mil., Lake Shore & W.	576	99	3,284	17	570
M. S. St. M. & A. & M. & P.	787	38	2,236	4	271
Minn. & St. Louis	570	72	2,060	12	361
Missouri Pacific	6,696	795	24,568	12	367
Mobile & Ohio	687	88	2,429	13	385
Nash., Chata., & St. L.	645	90	2,434	14	377
N. Y. Central & H. R.	1,630	662	25,897	40	1,590
N. Y., Chl. & St. Louis	524	108	7,245	20	1,400
N. Y., L. E. & Western	1,706	715	39,841	42	2,335
N. Y., N. H. & Hartford	535	199	4,386	37	820
Norfolk & Western	540	150	5,241	28	970
Northern Pacific	3,221	423	10,236	13	318
Ohio, Ind. & Western	542	97	4,588	18	847
Ohio & Mississippi	616	115	3,063	19	467
Oregon Ry. & Nav. Co.	753	72	1,598	9	200
Penn. Ry.	4,532	2125	81,746	46	1,795
Phila. & Reading	865	604	26,458	69	3,057
Pitts., Cin. & St. Louis	954	265	7,451	27	781
Richmond & Danville	2,416	312	4,941	12	204
Rome, W. & Ogd'sb'g	855	91	2,481	13	378
Sav., Fla. & Western	545	63	1,094	11	200
Southern Pacific	4,781	685	14,884	12	311
St. Louis, Ark. & Tex.	1,187	168	3,570	14	500
St. Louis & San F.	1,454	149	5,434	10	363
St. Paul, Minn. & Man.	2,090	243	7,800	9	390
Texas & Pacific	1,487	186	3,987	13	280
Union Pacific	4,746	656	14,362	14	302
Wabash & Western	1,024	131	6,303	13	630
Western N. Y. & Penn.	639	120	6,279	19	934
Wilmington & Western	798	96	1,567	12	230
Wisconsin Central	778	132	3,976	17	511

We find that there are seventy-four corporations each of which own or operate over five hundred miles of road, but owing to the figures on the Grand Trunk being mixed, and the figures of the Wabash being incomplete, they are not given in this list, and we thus have but seventy-two names on the list. These seventy-two corporations control nearly three-fourths of the railroad mileage of the country, as they have 108,000 miles out of the 150,000 in the country.

We find that the roads having the most power and cars, are to be found among the coal carriers of the eastern seaboard; the P. & R. leading with 69 locomotives to the 100 miles, followed by the Lehigh Valley with 65, while the D., L. & W. is a good third with 58. The L. V. leads in cars, having 5,607 to each 100 miles, with the D., L. & W. next with 4,047, while the Central R. R. of New Jersey comes third with 3,178, forcing the P. & R. to fourth place with 3,057 cars to each of its 100 miles.

At the other extreme we find the Minn., S. St. Marie & Atlantic & Minn. & Pacific R. R.'s with only 4 locomotives to the 100 miles, while in the matter of cars they rank

above many other roads having 271 to each 100 miles.

The Mexican National has the smallest number of cars 141, and comes nearly to the minimum in locomotives also as it has only 5 to the 100 miles. It must however be remembered that these latter roads are comparative new, and have only been in operation a short time, and that their business is rapidly increasing, requiring large additions of rolling stock every year, while many of the older roads having a heavy equipment, only built enough to replace the natural wear and tear.

MR. EDITOR:—Your editorial comment on the "Mechanical Department," in advance copy for July, is just received. I am glad to know it is such a great success, and will try and heed your suggestion, that, "every word should state a fact, or explain a fact," and as heretofore, will "sign their (my) real names to their (this) papers."

"*Eccentric Strap*" writes in good vigorous English, and does not mean to be misunderstood, neither do I, and I "stand to my guns," one or the other must be right; both cannot be. I will ask "*Eccentric Strap*" three questions, and when I get his answers, will prove my side of the case in this controversy.

1st. Please give his meaning of the "*centre of motion*?"

2d. Please give his meaning of the "*axis of motion*?"

3d. Please tell us which pole of the earth, north, or south, it rests on?

The Hon. John H. B. LaTrobe once said to me, "a cross-examination is the jewel that brings the truth," so thanking "*Vacuum*" for his kindly and complimentary allusions to my mechanical knowledge and myself, I will give him all the chances he wants to "give (me) him a dig myself," and this with the kindest feelings and broadest charity, for in differences comes knowledge, and rarely without them, and I shall not "come off the perch" until I have to, and then like Crockett's coon, as gracefully as I know how, and saying to "*Vacuum*," "I will come down, you need not shoot."

I have a number of questions asked by letter, and in the *Magazine*, that I had intended answering later on, when I come to that branch of the subject, but when editor Debs writes me that he has in hand matter enough to fill three numbers of the *Magazine's* Mechanical Department, I am more than pleased that it is a fact, that shows the great interest the Brotherhood take in the mechanical questions by which they make a living, and I have suggested that I hold up a while and give "the boys" a chance. If, however, "*Vacuum*," or "*Eccentric S. rap*," or "*Amboy Division*," or any other member of the Order, or writer for the Mechanical

Department, will get the editor to give the space and restate any unanswered questions, I will do my best to answer them.

It seems to me that "*Paul*" must be mistaken in his statement that "*Amboy Division*" "was driven out of the columns of the *Magazine* because there was more ridicule than argument, etc." So able a writer as "*Amboy Division*," I do not believe can be driven out of the *Magazine's* columns by either "ridicule or argument." While his illustrations were comical, they were not ridiculous, and his arguments, so far as they went, were the best I have seen from any writer; there were snags ahead for him which I was very curious to see him solve, but so far as he went in illustration of leverage and wheel action he was right, and has probably "builded better than he knew."

"313" asks, what is a locomotive? If he will turn to "*Ezekiel*," 1st chapter, 20th and 21st verses, he will find it twice repeated, that in this vision Ezekiel saw a living creature, whose spirit was in the wheels. "And the spirit of the living creature was in the wheels."

My mechanical definition of "what is a locomotive?" would be this: A machine which is capable of moving from place to place on the rail, and as contra-distinguished from the stationary engine, combines in the action of her drivers the *speed of rotation*, with the *speed of translation*, the bite of whose drivers on the rail is the earning power of a railway, and as further contra-distinguished from the stationary engine, whose driving wheel (or fly wheel) moves at an equal speed, top and bottom, with rotation only, and whose axis of motion is the axle-box in which it rests, while the locomotive has its axle-box reversed, and its *true* axis of motion the point of the driver in contact with the rail, this point being the bottom of the wheel, is at rest, while the point directly opposite is its top, and is moving twice as fast as 0, or nothing, at rest. To bite, it must be at rest, and if it does not bite, it slips.

If in order, I have a suggestion to make. Having just returned from the American Railway Master Mechanic's Association' meeting in annual convention at Alexandria Bay, it was a reminder of the meeting of the Brotherhood here in 1885; their sessions lasted two weeks, and they found time to visit the Franklin Institute twice, and once the Baldwin Locomotive Works, to hear discussions on mechanical questions and then to see their application in practice; to my mind these had much to do with the establishment of the Mechanical Department of the *Magazine*, now such a great success. Would it not be well at the coming annual convention at Atlanta, to take some time to the consideration of the most important mechanical questions, by the submission of

papers, say with magic lantern illustrations, and then by discussion and question and answer. Surely, with the overflowing talent lying dormant in the Mechanical Department, I feel sure it will not be the least interesting of the proceedings, then if a verbatim report were printed in the *Magazine*, you would be "following in the footsteps of your illustrious predecessors," the "Railway Master Mechanics," and who knows but the best master mechanic of our greatest railway may have found his first incentive and commencement here? That such may be the case, is the wish of

Very truly yours,

William E. Lockwood.

PHILADELPHIA, PA., June 26th, 1888.

MR. EDITOR:—The hot wave which has been sweeping over the country seems to have no greater effect on the Mechanical Department than the blizzard of last March. Neither cold nor heat seems to affect the interest which is taken in this part of the *Magazine*.

The July *Magazine* comes to us with an illustration of a sectional model of a steam engine which interests us, as it is the promise of a still better thing to come, namely: a link-motion model of a locomotive.

"E. S." comes next in order with a good article in which he defines his position on various points under discussion in these columns, and after having attended to "Mechanics" and "Vacuum," he finds time and room to go for "Vulcan." "E. S." accuses me of laughing at his statement in regard to setting an eccentric by slipping the locomotive, but he is surely wrong in that, for I have ever treated the discussion of mechanical problems as a serious matter, and deprecated any deviation from a calm and sober consideration of the subject as fraught with harm, and while I could not agree with "E. S." the extent of my expression was that I failed to see why an eccentric would right itself under circumstances and treatment which seemed calculated to aggravate rather than cure the defect. Now, as "E. S." says he has done it repeatedly, we shall have to accept it as a fact, but as it seems that we have not grasped the reason why, we shall look to "E. S." to explain the matter, and we hope he will do so.

While disagreeing on some points I was pleased to have "E. S." agree with me on some others, notably on the wheel and lever question, but I am sorry to find that "E. S." has now deserted me on that point, and has gone over to the enemy for no good reason. "E. S." says he is convinced that we were wrong, because a locomotive with six-foot wheels would not start as many loaded cars as one with a four-foot wheel. This no doubt true, but does not alter the leverage

at all. I have stated before and must state again that I consider an engine or locomotive a complete machine, having all its leverages complete, even before it is put to work, and that it does not need the addition of work to find another point of our lever. The work that is done by the belt on a pulley-wheel, or by the driver on the rail, is by me regarded as a brake on the wheel trying to stop its motion. The dynamometer is an instrument of this kind, giving the power developed by a machine by means of a brake applied to the pulley-wheel of an engine, and this test is thus made when she is not doing any other work, but simply overcoming the friction applied by the dynamometer. If the engine is thus complete and can be thus tested even when no work is being done by it, I fail to see why (as our friends argue) it is necessary to put them to work before they can find all the points of the lever. "E. S." concedes that with a six-foot wheel the locomotive could make faster time with a lighter train, and thus, I think, fully proves that we have just as much power as ever, only in the latter case it is in the shape of speed.

"E. S.," to strengthen his case, brings in a tread-mill or horse-power. If the power is set at an incline the horse's weight becomes the motive force, and differs from the action of a wheel on the power in that the horse lifts the weight and sets it further forward with each step, but in a wheel the weight cannot be lifted as it is in the walk of the horse. To make the illustration hold good, will "E. S." please place the tread-mill or power on a level, and then put his horse in it and have him work it? "E. S." will find it necessary to use some harness to hold the horse in its place, and then he would find that the horse's shoulders do have a share in the matter equivalent to that part which is borne by the driving boxes of a locomotive. The horse gets his power to pull, or kick the slats of the tread-mill from him, by virtue of the force he exerts against the collar by his shoulders, and *vice versa* the locomotive exerts its power to overcome the inertia of the train conveyed to it by the frame and boxes at the same point, and not at the rail.

As "E. S." near the close of his article again refers to the lever, I take up that portion while on this subject. "E. S." has evidently been "log rolling"—not politically but practically—as is to be seen by the vivid recollections he has of the aches it produced in times gone by. "E. S." tells us about the cant hook, and thinks can hook would be a better name for it. No doubt the first discoverer named it right, for "E. S." has not quite mastered its philosophy. A log or a timber is lying on the ground and it is proposed to move it. If it is to be rolled or canted over, the cant hook is ap-

plied, but while it acts as a lever its points are not as stated by "E. S." The hook on one side and the staff on the other form a grip which, for the time being, makes them part of the log and timber, just as an untrimmed limb would be. The fulcrum is not the end of the staff nor the hook, because both move, but it is at the point of contact the log of timber has with the ground, the weight being the stick and the power applied by the shoulder at end of staff. As the tool referred to is not used to lift weights it is properly called a cant hook, it being used exclusively to cant timbers over.

"E. S." and "Dick" evidently study on the subject of levers, and know that a fulcrum is the point where the lever is at rest, but "Dick," while aware of the fact, forgets it in placing his points as he does, fulcrum at center of axle, weight at rail and power at pin, because by placing them thus the fulcrum moves, when considered in its relation to the other parts of the lever, but if we place fulcrum at the center of axle, weight or resistance at circumference of axle as imposed by the boxes, and the power at the pin, we have all of the required points, and each of them meeting the required qualifications.

"E. S." notes what I said about *standard* draft pipes, and says "it is all right to use *standard* pipes for *standard* locomotives," but can not see why they should be used on all classes of locomotives. Neither can I.

I do not know how some of our men would get along with water as bad as "E. S." describes, for here we run our locomotives a full month, over 3,000 miles, without washing, and as a general thing they carry their water good enough at the end of the month, and as for blowing out, it is not done here at all. Our water must therefore be very good or we could not use it the way it is. Nearly all the tanks are filled from streams and brooks fed by the innumerable springs of our hills.

All locomotives are, or should be, marked on the guides, showing the "striking point," and therefore in lining up care should be taken that the rod be neither so long or so short as to push or pull the cross-head past these marks, and if there is clearance the amount should be equally divided between the two ends.

I have seen some very hot pins cooled by a stream of water from the pet-cock of the pump, but do not know whether this would be effective if the babbitt had already been melted out.

If a link-hanger, tumbling-shaft or reach-rod were broken the links could be sustained in their place by inserting blocks of suitable length in the link-slot on top of the link-block and the locomotive could thus be run ahead. As it would not be possible to reverse, great caution must be used and the

train or locomotive brought to stop by the brake.

In bringing a locomotive down a hill, with no other means of stopping but the reverse lever, it would be safest to back down, because if anything was to give way about the link motion, the tendency is to drop in full gear ahead, and if this happened going down hill forward, she could not be stopped till her momentum was lost on a level track. If anything gave way while backing down, the tendency to drop in full gear ahead would stop her, and give a chance to inspect and repair damages.

"Mr. Rauch" gives "Tallow Pot" the credit he deserves for finding out the blunder committed by "Mr. Rauch" some time ago. He then comments on the water jet instead of sand, and gives some new ideas which deserve, and will no doubt, receive further consideration. He also propounds a puzzle, which has apparently something of a trick in it, for sixty four square inches cannot cover sixty-five square inches, nor can sixty-five square inches be laid out inside of an 8x8 inch square.

"H. W. N." makes his first appearance, and says he is almost afraid to enter the list, but I feel assured that he is welcome, and no one shall venture to shut him out of the discussions. "H. W. N." is certainly right in his answers to "E. S." and "Washington," and also in part on the full throttle question, for there might be trains so light, that with the shortest possible cut off, a full throttle might give too much speed, but trains of this kind are not often sent out over our roads, so "H. W. N." need not get uneasy about going too fast.

At the risk of offending "Paul," I feel like using the first four paragraphs of his article, on page 496 of the July *Magazine*, as fully embodying my sentiments, and while I also endorse the fifth paragraph, I beg leave to differ with him in the application, which he makes, as I infer from the opening of the sixth paragraph. "A fair and honest discussion where there is diversity of opinion is instructive," says "Paul," but if it is, why should he object to have a correspondent, whose inclinations prompt him to it, and whose time, paper and ink, are his own, to express himself on any and all topics up for debate, either on one side or the other, or to humbly say, "I do not know anything about this matter, not having had any experience in that line?"

Now, "Paul" "thinks that 'Amboy Division' was driven out of the columns of the *Magazine*, etc." Perhaps if "Paul" knew whereof he affirms, he would find that "Amboy Division" was by no means driven out, but that the work in which he is engaged made such demands on his time and pen, as to make it impracticable to devote so much of his time to discussions of questions

in a business in which he really had no tangible interest. As the argument on the fulcrum and wheel was principally between "Amboy Division" and myself, and as "Paul's" statement is that "Amboy Division's" arguments were met with ridicule, I challenge "Paul" to quote such sentences as he may think proves his assertion, and if found to contain any words leading to that idea, I am willing to retract them and ask pardon.

"Vacuum" is on hand as usual, with a good article commenting on "Mechanics" and "Mr. Lockwood," and also on broken eccentric straps, and thanks for good words in behalf of his article in *May Magazine*. No thanks needed Brother "Vacuum," you deserve all we gave you, and more too. I know "Mr. Roper" states things in regard to the injector, as if it were an established fact. So does "Mr. Lockwood," as you have said, and yet it behooves us to be very careful how we accept statements, which might lead us further from the truth instead nearer. In regard to the contracted orifice of nozzle, let me say, that if a section of fire hose has, say fifty pounds pressure on it, with a contracted nozzle, if the nozzle is unscrewed and the water is allowed to run out unchecked, it would be impossible to get any appreciable pressure on it near the end of the hose, and the contracted nozzle simple confines the pressure, but cannot increase it, for the amount of pressure will remain at fifty, no matter how much more you may contract the nozzle.

"Vacuum" then gives "1304" and "L. X.," the benefit of his experience in cleaning, which is very good and readable, and winds up by exhorting none "to allow themselves to degenerate into mere automatic steam makers," for it is while performing our duties as firemen faithfully, we can qualify ourselves to become what all wish to be—good engineers.

In answer to "N. Y. C.," I wish to say, that when a locomotive is reversed with cylinder cocks open, and using no steam, she is brought to a stop by air pressure. The piston runs in opposition to the valve, when a locomotive is reversed, while in one motion, and air is sucked in through the cylinder cocks and exhaust nozzle, and is pumped into the steam pipe, and shut in there by the action of the valve, until it is opened again to admit more air, and this process is kept up until the locomotive stops. A proof of this may be had by throwing the lever ahead, after it has been in the back motion, and you will find she will make several sharp exhausts, just as if she were getting steam, but it is only the effect of the compressed air stored in the steam pipes ahead of the throttle valve. Another proof is the fact, that on many locomotives the throttle will fly open, when

she is reversed—this is caused by the accumulated air pressure in the steam pipe pressing against the throttle valve.

A locomotive will not move when the lever is on the centre, because in nearly every position the ports are covered, or do not have opening enough to admit steam in sufficient quantity to fill the cylinder and push the piston.

It is stated that with some of the latest Westinghouse pumps, more air pressure can be obtained than the steam-pressure is. In explanation it is said, that the steam-piston is larger than the air-piston, and with this explanation it looks reasonable. "N. Y. C." does not tell us how our brother was answered when he asked why the lever was placed in the corner, when the engine was shut off. Should like to hear what kind of an answer he did get, for I have often been searching for information under difficulties.

Will try to answer "313" next month.

Vulcan.

EAST SAGINAW, June 27, 1888.

MR. EDITOR:—Why didn't you speak about it before? Some people don't tumble until something falls on them. In my July article I am made to spell emery e-m-o-r-y. I never did it. I am much obliged for correction, "Poly—." I never measured the narrow-gauged pump, and I think, if I am not greatly mistaken, I used the language of the catalogue in describing it. It should have appeared in quotation marks. "E. S.," the author of "Mechanics," says, "We have several styles of Moguls." I thought he meant they had several styles in that particular part of the earth where he holds forth. There is no use of you and I splitting hairs any more on the firing question. I jumped at the conclusion that you didn't clean your fire on that trip, because I know what stationary grates are. Our arches are put in here the same as yours are, only we call the arch "bars" "circulating tubes." I don't like them nearly as well as the angle irons on side of fire box, for the reason that when one of them gives out on the road you have got a dead engine on your hands right away, and there is no way of getting out of it. Mr. Rauch, your theory about the effect of water on the rail is something new. How do you account for the fact that the effect is the same on a light engine as on an engine pulling a train? I have been hunting for that lost inch, but I can't find it.

W. P. Borland,

(Formerly Vacuum.)

P. S.—I feel sorry for you, "Vulcan," but I can't help you any.

W. P. B.

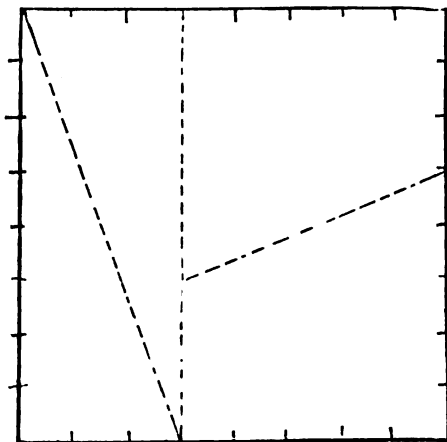
GALLUP, N. M., July 12, 1888.

MR. EDITOR:—Will you please explain the action of the air-pump governor, and oblige

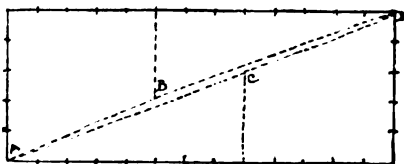
Enquirer.

Hold My Hat.

MR. EDITOR:—On page 495 of July *Magazine*, Mr. E. J. Rauch, to prove that "figures will deceive," says: "Take a piece of tin exactly eight inches square, it will evidently contain sixty-four square inches of surface; it can be cut and put together to form a right-



angled parallelogram that will be exactly 5x13 inches, and if that don't contain sixty-five square inches, then figures *do* lie. * * * If some one will tell where the inch comes



from * * I'll hold his hat." This is old, but is worthy of an answer. Figures don't lie, but words deceive. If the 5x13 parallelogram is right-angled, Mr. Rauch will find that his tin does not cover the enclosed space. There will be, diagonally across the rectangle, an open space, the area of which can be easily computed and will be *just one square inch*. If Mr. Rauch attempts to press his pieces together so as to close up this open space, he will find that he has destroyed his parallelogram; it will not be right-angled. Words, not figures, deceive.

Now, Mr. Editor, if this is a fair "solution of the puzzle," fairly illustrated, instead of holding my hat, will Mr. Rauch oblige me by complying with a request I made a year ago. On page 471, August *Magazine*, 1887, I said, "in the July *Magazine*, page 398, Mr. Rauch gives a very satisfactory explanation of the motion of a wheel pulled by a rope attached to the crank-pin." I should be gratified if he would demonstrate, using the

same diagram, the following statement which he makes: "When power is applied to the crank-pin from any point on the engine, as for example, the piston, then the axle of the wheel is the fulcrum."

If Mr. Rauch will prove and illustrate this statement, as fairly as I have shown the deceptiveness of his puzzle, I will not only hold his hat, but I will cover his 5x13 parallelogram with silver dollars as a donation to the family of the next member of the B. of L. F. disabled by accident.

Amboy Division.

ST. PAUL, June 21, 1888.

MR. EDITOR:—In the June *Magazine* "Vulcan" is on hand as usual, and devotes some space to the wheel and lever question. That subject has been worn threadbare, and as I have fully expressed my opinion on it I will not discuss it any further.

The May number of the *Locomotive Engineer* contains a good article on injectors and I think it would be well to reproduce part of it in the *Magazine*:

* * * * * There are many kinds of injectors, but all are essentially the same in their working parts. A non-lifting injector is different from a lifter only in wanting attachments to lift the water to it. The fixed-nozzle injector is one without moving internal parts, and differs from the adjustable instrument in the method of controlling the range of work only; the principle on which they all work is the same.

Steam issuing from an opening in a boiler travels at a very high velocity, while water escaping from the same sized opening will travel only about one-twentieth as fast. This is due to its greater weight. * * * Water must be supplied to the injector either by placing it where water can flow to it or be brought to it by lifting jets. Suppose water flowed to the instrument; it would fill the space around the steam nipple and flow through the combining-tube and out of the overflow. It cannot flow into the boiler because it has not force enough to lift the check. Now, if steam is admitted in small quantity it will force its way through the combining-tube and carry considerable water with it. It would produce a current that becomes stronger as more steam is admitted, until the velocity of the steam combined with the weight of the water will form a jet that has sufficient weight and velocity to cross the space between the combining and delivery-tube, and force its way through the latter to the boiler.

The steam, by coming in contact with the water, has become condensed, and in imparting to the water its velocity has lost its heat, or most of it. If more steam is sent to the injector than the water can condense, air will be drawn in at the overflow up to a certain point, then steam and hot water will issue from the overflow, the steam through the combining-tube will be hotter and less solid until the velocity will be out of proportion to the weight, and the injector will break. On the other hand, if more water is supplied to the instrument than the amount of steam supplied can carry with it, the surplus water will escape at the overflow. If a pound of feathers were shot at and struck a house with a velocity of 1,000 feet per second it is not likely that it would do the building so much harm as a pound of iron would traveling at the same velocity.

Water from the boiler will not work the injector because it has not the velocity to impart to the water to be fed. The steam can only do the

work by sacrificing heat and velocity to gain weight; or, in other words, it has sacrificed heat and velocity to pick up and carry with it a certain amount of weight in water.

Experiments show that with a boiler having a pressure of 100 pounds, that from an inch opening in the steam space steam will flow at the rate of about 1,870 feet per second, while from the same sized opening in the water space water will flow at but about 100 feet per second.

These figures may not be exactly right, but the proportions are nearly so. If, for example, we assume that the steam is condensed until it consists of but $\frac{1}{4}$ of the amount of heat and water returned to the boiler, we will find that it has taken up the other $\frac{3}{4}$ in water. It has gained that proportion of weight and has lost a corresponding amount of velocity, which, in this case, would reduce the velocity to about 234 feet per second, leaving out all fractions, which velocity has to overcome the 100 foot velocity that would issue from the raised boiler-check if there was not the stronger jet rushing in to overcome it. It is plain, from this condition of things, that an injector would force water into a boiler of even greater pressure than that from which it took steam.

There are exhaust injectors that work, using steam from the open exhaust pipe with pressure only equal to that of the atmosphere, but it will not work with certainty at boiler pressure above seventy pounds per square inch. The reason for this is that steam at atmospheric pressure flows at a slower velocity than at higher pressures though the velocity does not increase in the same proportion as the pressure, and its imparted velocity is but little above the resisting pressure at the check.

The article is the best and most practical one on injectors I ever read, and I think it explains satisfactorily the working of them.

Dick.

HAMILTON, ONT., June 11, 1888.

MR. EDITOR:—In the June *Magazine* I notice a letter from "Reliable" about train orders. "R." is right. Every fireman should know what orders they are running on. Speaking for myself, I would refuse to go with an engineer who would not show me an order he had received, and would be justified in doing so, as our rules call for all orders to be read by conductor and driver, by driver and fireman, and placed in a clip in cab in plain view of both, and this rule is right, because no man is sure of not making a mistake. I have seen a good many orders of different roads but none in my opinion clearer than we have on this division of the G. T. railway. A special train would get an order like this: "All due in. Run to A. avoiding regulars." If any regular train was late the special would get a straight meeting order. "Meet No. 1 (one) at B." Or else a time order: "You can have till 9:15 (nine fifteen) to make B. for No. 1 (one)." No. 1 would get an order: "No. 126 has till 9:15 to make B. for you," and No. 1 must not pass B. if the special is not there until 9:20, allowing five minutes for variation of watches. Nothing could be clearer than this—very unlike the complicated orders sometimes given on many roads.

We carry no signal except the red, which

gives the signaled train the rights of the train carrying the signal. On starting to read the letter of "L. X." I thought he was going to give us some information about the best way to clean our engines, but was disappointed, as he leaves that matter where he began it. Now, I find that coal oil and water will keep a jacket clean better than anything else I have tried. If very dirty, wash first with some lye, then some oil and water and wipe with dry waste, and there will not be much trouble in keeping it nice afterward. For hot brass, a sperm candle, a little tallow, some ammonia and tripoli mixed, will do the business, and for outside brass, bathbrick and oil will do as well as anything I know of. Such is my experience, and the boys are welcome to it. Can some of the brothers who use lubricators (I have never done so) explain their working for me. I have noticed that the oil feeds through a tube filled with water. Now what prevents the water from leaving the tube as well as the oil, I have been told that the oil was forced out by steam, and again, that suction caused it. In either case why was not the water forced or sucked out of the tube also?

Yours fraternally,

Want to Know.

SEDALIA, MO., July 9, 1888.

MR. EDITOR: If the driver-box was running hot and journal cutting, take weight off of wheel. If link-lifter, tumbling-shaft, or reach-rod should break, put blocks in links on top of link-block to give the desired cut-off. If an engine was to be taken down a steep grade with nothing to control her with but reverse lever, it would be safest to back her down. In case the reach-rod or link-lifter should break, the weight of the links would reverse her and prevent the engine from being unmanageable. If you should have to take down main-rod and should lose liners, first have engine on dead center, and pinch cross-head to ends of guides to get striking points and then measure distance between striking points and the stroke and divide it with liners.

I notice in looking over the July number of the *Magazine* where I made a mistake in "E. S's." question regard to broken eccentric straps. I said, take back-up eccentric strap and turn it upside down and put it on go-ahead eccentric. It does not need to be turned upside down. I was thinking of taking the back-up from one side and putting it on the back-up on the other, then it then it would be proper to turn it over. I think all the devices for shortening the cut-off by putting it in the quadrant notches are impracticable, for if there is any lost motion in valve gear the reverse lever will rattle and the device fall out.

H. W. N.

Early Railroadng.

MR. EDITOR: In late numbers of the *Engineer's Journal*, our old friend, Deloss Everet, writes up the Philadelphia Division of the Pennsylvania R. R. I want to ante date him and say something about the same road. In early days it was known as the Philadelphia & Columbia railroad, until it passed into the hands of the Pennsylvania railroad by purchase, together with the Pennsylvania canal, also owned by the state of Pennsylvania. While in possession of the state, it was of course a political factor in state politics. Which ever party was in power, it was "turn the rascals out." You had to vote the Democratic or Whig ticket, or "get." There was no telegraph at that time. When the governor issued his annual message it was run from Harrisburg to Philadelphia by special engines. Railroaders of to-day will naturally ask: How did the special get over the road without a telegraph? I will tell them. It was a double track road; all trains going west, used the north track; trains going east, the south track. Freight trains never run at night unless laid out, and as there was only one night passenger train each way, the special had to look out for that train running ahead of it, as the special was run at night.

It was known some days ahead, what night the governor's message would go over the road, and the people belonging to the party in power would have their houses illuminated in honor of the occasion, and then us boys used to watch for the little Baldwin engine come puffing along, no head-light, only the sparks flying out of the stack, and the front end of the smoke box red hot. Why it was red hot I will speak of again. When election returns came, we would watch for the passenger trains to see what was chalked on the tender; of course we got the Philadelphia papers, but news would sometimes come ahead of the papers. Berks county, in Pennsylvania, was the banner Democratic county, so it was no uncommon thing to see "Old Berks," so and so, "ahead," chalked on the tender. Of course, the employés of the road had to submit to lots of mud throwing—politicians were as bad then as now, and the men who had jobs on the road were called "state robbers, etc.," by the party that was out—so much for the politics of the road. Parkersburg was the headquarters of the road. The original shop, which still remains, had nine stalls or pits, and nine turn tables in a row outside the building, or one for each pit. They were just large enough to turn one of the little engines without its tender. The engines were all named, and among the builders, I remember the names of M. W. Baldwin, Baldwin & Whitney, Campbell, Eastwick & Harrison, Pennel, Leonard & Humes, Norris, Morris Brothers, Norris &

Sons and Dottever, of Reading. Some others I have forgotten. The Baldwins were mostly inside connected with what was known as the half-crank axle, an outside frame made of wood, and covered with iron—driving axle rear of fire box. All boilers were of the dome type, and popular in their day and very strong. The Baldwin folks afterward built two outside connected engines with iron frames and cast iron pedestals—in fact all the driving pedestals were cast iron. The Baldwin engines had one stationary eccentric on each side with a top and bottom hook. I will not go into an explanation of the valve motion now. All other build of engines, having the driving axle forward of the fire box, had the ordinary old-fashioned hook.

W. DeSanno,

TULARE, CAL.

Ex-Engineer.

[TO BE CONTINUED.]

MINNEAPOLIS, MINN., July 13.

MR. EDITOR:—One or two writers in the *Magazine* have stated that they did not understand the workings of an injector. We will state to begin with that steam at 100 pounds pressure escaping into the open air travels at the rate of 900 feet per second. A light rubber or wooden ball will float on the surface of the water, but a man can throw it downward with a velocity so it will sink down into the water some distance, the greater the velocity the deeper it will sink. It is on this principle that an injector forces the water into a boiler using the steam at the same pressure.



As the steam enters the injector through the steam-pipe from the boiler through the receiving tube S it strikes the water from the supply-pipe W; it condenses (*which reduces the volume of steam at 100 pounds when condensed about 300 times*) and combines with the water in the combining-tube C, which is tapering and so constructed that it confines the water in a compact body. The momentum of the steam starts the water in motion and carries it into the delivery-tube D, from which it passes into the branch pipe by lifting the check valve V, and from there into the boiler by passing the check attached to the boiler. It is impossible to get a current of water started if everything is at rest and closed. That is the object of the overflow O, to give the water a chance to escape, to condense the steam and acquire the required velocity, after which the overflow is closed and the column of water strikes the check with sufficient momentum

to raise the check and pass into the boiler. If there is too much water for the steam it will waste at O, and if the supply is insufficient the injector will draw air. There is an old yarn in this section of the country that a smart Alex disconnected the branch pipe from the injector and then set it at work. To see if the water that was discharged had any force he held his finger against it. Report has it that he was minus a finger after his experiment.

F. A. H.

HERON, MON., June 14, 1888.

Editor Mechanical Department:

I have read with much interest the discussions on the wheel and lever question, and feel as though I would like to take a hand in it myself.

Mr. Lockwood tells us, and correctly too, that the bottom of the wheel remains stationary for a moment, no difference how fast the wheel may be moving on the track. Webster says that "a fulcrum is that by which a lever is sustained or held." Now, any one knows that the part of the lever that rests on the fulcrum, if it moves at all, moves more slowly than any other part of it does; while the point at which the power is applied moves the faster, in a lever of the second kind. The fact cannot be disputed that the weight or resistance to be overcome is the train which is attached to the lever at the center of the wheel.

Some of your correspondents fix the weight to be overcome at the point where the wheel touches the rail and the fulcrum at the center of the wheel, but in that case we would have the weight stationary and the fulcrum moving, which is contrary to all rules of philosophy, for as long as you are moving the weight by means of a lever it must move faster than the fulcrum does, otherwise you are not gaining any advantage by using such lever. When one is trying to move a weight by means of a lever and such lever should slip off the fulcrum, or in other words he should lose his hold, it would be necessary to get a better hold before he could move the weight, which is just the thing that the engineer does when he puts sand on the rail, he makes the fulcrum (rail) rough so that the lever (wheel) will not slip.

Now, according to these statements, which I think had ought to be plain enough, when the pin is on the top quarter the pin is the power, the axle the resistance and the rail the fulcrum, making the wheel in such a position a lever of the second kind.

Ash Hoc.

The Michigan Car Company in Detroit is building 200 cars for the Wheeling & Lake Erie railroad.

Car and Locomotive Notes.

Seven heater freight cars are being built for the Intercolonial railway at the St. John shops of Harris, James & Co.

A standard passenger car built in the Pennsylvania railroad shops at Altoona twelve years ago cost about \$4,400.

The Roger's Locomotive Works in Patterson, N. J., recently delivered four Mogul freight engines to the Georgia Pacific railroad.

The Wells & French Company in Chicago is filling an order for 500 box cars for the Minneapolis, Sault Ste. Marie & Atlantic road.

The Peninsular Car Works in Detroit are building 1,000 box cars for the Northern Pacific railroad, filling an order given some time ago.

A dining car of American pattern has been put in service in England on the Great Northern railway, running between London and Leeds.

The St. Louis Car Company is building thirty-five cars for the Indianapolis street railroad lines, and has orders to fill for several other cities.

The Laclede Car Company in St. Louis is building sixty cars for the new cable line in Kansas City. The cars are furnished complete including grips.

The Baldwin Locomotive Works in Philadelphia recently delivered twenty consolidation freight engines to the East Tennessee, Virginia & Georgia railroad, and have received orders for fifteen more consolidation and ten passenger engines for the same road.

The Baltimore & Ohio Railroad has begun, at the Mount Clare shops, the construction of twenty-five large locomotives, and will contract for as many more. The company has also contracted for 250 refrigerator cars, the Michigan Car Company getting the contract.

The performance card of the Cleveland, Columbus, Cincinnati & Indianapolis and Indianapolis & St. Louis railways for the 1887 shows an engine mileage per pint of lubricating oil of 23.68; per ton of coal, 28.69. The cost per passenger car per mile in cents was 2.79; loaded freight, 0.65. Pounds coal consumed per passenger car per mile, 12.2; loaded freight 3.9.

It is estimated that 200,000 cars will be built this year, more than ever built in one year before. This will require a total of 1,000,000 tons of iron, 400,000 of it bar and

600,000 tons of it being forged and cast. This will make an active demand for iron, and help all industries in proportion.

The Schenectady Locomotive Works in Schenectady, N. Y., last year turned out 247 locomotives, an average of over twenty a month. The shops are now being enlarged by a new blacksmith shop 84x350 feet in size. Arrangements will be made for lighting this shop with electric lights.

The Wason Car Works at Springfield, Mass., are building a palace car for the use of Dom Luis I., King of Portugal. It is to cost about \$18,000, and to be of the best materials. The outside of the car will be highly finished, and the color will probably be white; the interior wood work will be of mahogany of two or three varieties, and the wood will be handsomely carved. The car will be divided like the ordinary buffet palace car used in this country, excepting that

at one end of the drawing room, a tier of berths will be put in, which will not mar the beauty of the interior when not in use, and which may be divided off when required so that a good-sized state-room will be secured.

The Rhode Island Locomotive Works in Providence have recently received a number of orders for locomotives, chiefly from Western and Southern roads. These orders include ten consolidation engines for the Louisville & Nashville road; three 10-wheel engines for the Southern Pacific; several 10-wheel engines for the Cincinnati, Milwaukee & St. Paul; five consolidation freight engines for the Seattle, Lake Shore & Eastern road; three Mogul freight engines and three Forney engines for the Minneapolis, St. Paul & Atlantic; several switching engines for the Cincinnati, New Orleans & Texas Pacific; and a Forney engine to go to Bessemer, Ala., for the De Bardaleben Coal & Iron Company.

For the Magazine.

THE WASTE-BASKET.

HOW drear to my heart looms the editor's sanctum,
Whenever my fancy is chained to the pen!
For fear that my articles, high though I ranked 'em,
May never be printed, nor heard from again.
The paste-pot and scissors, the pigeon holes nigh them,
The fragments of manuscript strewn on the floor,
Disturb me far less when in vision I spy them,
Than the gloomy receptacle just by the door.
The old willow basket, the untidy basket,
The wicked waste basket that stands by the door.

How oft when I've felt that the "ice should be broken,"
And Lodges long silent be heard from at last,
My wavering spirit in terror unspoken
Has shrunk from the tribute it ventured to cast!
For though I expected somebody would follow
When once I had blazed out the highway to fame,
That cavernous horror seemed waiting to swallow
My effort and put me forever to shame.
The gluttonous basket, the overfull basket,
The hungry waste-basket that put me to shame.

And when I would praise the Brave Brotherhood faintly,
The Noble, True, Generous, Knights of the Scoop,
And tell of their virtues ecstatic and saintly,
How often that vision has caused me to droop.
And still when I yearn to put pen upon paper
It stands like a demon of doom at my side,
Whose wild shadow waltzing around my dim taper
Continues to threaten my fame and my pride.
The oft-mentioned basket, the much dreaded basket,
The quoted waste-basket that threatens my pride.

DICKINSON, DAKOTA.

H. A. V. D.

Woman's Department.

EDITED BY IDA A. HARPER.

WOMAN SUFFRAGE IN WASHINGTON TERRITORY.

This is not a woman suffrage department, nor is it the intention to make it such, but it is almost impossible to avoid an occasional discussion of this question which is of more importance than any other relating to women. Most of the questions regarding the status of woman have been decided in the last quarter of a century. It has been definitely settled that she is to be educated. It is pretty nearly agreed that she shall be permitted to choose the occupation by which she shall earn her living. The laws have been so changed and amended that her rights are reasonably well protected. The principal disability under which she now rests is that of being deprived of her political privileges, a very serious thing in a government that is supposed to rest upon the will of the people. Each of the three former concessions has been contested with as much vigor as is now being directed against the latter and, as the future will show, just as unsuccessfully. Practical illustration is worth infinitely more than theories and as women are now voting in Kansas, Wyoming and Washington Territory, we have some opportunity of judging of the results. For want of space we cannot discuss the situation in Wyoming where women have voted for nearly twenty years, or in Kansas where they hold office and have full municipal suffrage.

Immediately following this article is a letter from Washington Territory, which we will ask our readers to examine carefully. The writer is a member in good standing of Sprague Lodge, No. 133. He is entitled to a respectful hearing but for the sake of giving strength to his argument he should have produced some testimony to support his position, since he declares he is "personally a bitter and radical opponent to woman suffrage." We are glad to have the statement of an eye-witness even though it is not what we might have wished, but there are several points in his letter to which we feel obliged to call especial attention. The writer states that the chief objection he has is "the manner in which it has been placed on the statute books. It has been placed there by the sharpest piece of political strategy ever invented, &c." It has been placed on the statute books in the only way that it could be done and that is by an act of the Legislature. This has been done not only by one but by *three* different Legislatures and the

bill has been signed by two different Governors. Both the Republican and Democratic state conventions put a woman suffrage plank in their platforms, and the Governor in his report said: "It meets with the approval of a large majority of the people and the women are for the most part strongly desirous that the enactment be retained upon our statute books." This does not look like the "political trickery" that our correspondent describes. Last February, after women had voted three years and a half, the Supreme Court, in a test case instigated by the gamblers and whisky ring, declared the law unconstitutional because the "title of the bill was not correctly worded." The Legislature, a new one, immediately passed the bill again, taking care that it should have no flaw. It has again been declared unconstitutional by Judge Nash, who bases his opinion on the *Dred Scott* decision. It will be remembered that *Dred Scott*, born in America, was declared to be not a man because he was black. The matter will now go again to the Supreme Court. Our correspondent thinks the question should be submitted to a vote of the people. This has not been done in the case of any other class of citizens who were to be enfranchised. What right have all the drunkards, gamblers, thieves and bummers of Washington Territory to say whether the wives and mothers shall have the privilege of the ballot?

The second charge in the letter is equally serious. "I have only found one class of women who would turn out and exercise the privilege of suffrage and that is what is known as the fallen women." The election returns show that from five-sixths to nine-tenths of the women in Washington Territory vote at the elections. Now, our correspondent must admit one of two things, either that he has made a statement which he cannot support with the facts, or that nine-tenths of the women in that territory are "fallen." It is a matter of proof that the "whisky ring" are bitterly opposed to woman suffrage. It hardly seems possible that this could be the case if they are "backed" by the ballots of all the women who vote; and it seems equally strange that the women would "back" this very whisky ring which is trying to deprive them of the ballot. But, our correspondent goes on to say, "It is as certain as that darkness follows light that after they obtain the ballot prohibition * * * would follow * * * billiards would be closed, * * * whist would be denounced, * * * &c." How is this? Only the "fallen women" vote and they back the whisky ring and yet liquor drinking, cards and billiards, all are to be abolished by the votes of the women. It would require a "Philadelphia lawyer" to make these statements consist. But, still,

if "women can prove that they will make the world better and brighter and happier, then they will have some show for suffrage"; but how can they ever prove this unless they are allowed to vote? Besides, men have never earned their right to the ballot by proving anything of this kind and why should women?

We regret that, "after mature consideration," "Cascade" has decided "women are too narrow minded to enjoy the ballot." There is nothing "narrow-minded" in a man's coming to such a conclusion! Our correspondent makes the statement, which is often made, that "nine-tenths of the women are indifferent to this question." The petition for woman suffrage handed in to the Legislature of Washington Territory was one mile long! The United States Senate has never received on any other subject as many or as numerous signed petitions. When the National Republican Convention was held in Chicago in 1880, ten thousand postal cards were received from women who wished to vote. At the Woman's Council, held in Washington last March, one million women, belonging to different organizations, were represented. These are only a few of the many statistics which might be given to refute the argument that women do not want to vote. We submit herewith a few newspaper extracts selected from the large number at hand, regarding the exercise of women suffrage in Washington Territory.

*The ladies turned out *en masse* on election day.
—*Goldendale Sentinel*.

Any one could not fail to see that hereafter more attention must be given at the primaries to select the purest of material, by both parties, if they would gain the female vote.—*Democratic State Journal*.

One noticeable result of woman suffrage already is that candidates pay more regard to their personal appearance, and attend church and other moral places more frequently.—*Whatcom Revue* (opposed).

The result shows that all parties must put up good men if they expect to elect them. They cannot do as they have in the past—nominate any candidates, and elect them by the force of the party lash.—*Olympia Transcript* (opposed).

The ladies, God bless them, did well, and never, in the experience of this writer, did a more quiet local election pass off. There were whole tickets, and split tickets, and straight tickets, and scratched tickets, but so very smoothly was the business conducted that a new political era seemed to have dawned.—*Port Townsend Times* (bitterly opposed).

Their presence at the polls worked a charm in the cause of universal suffrage that gives a prestige to be felt on all like future occasions. Not a single quarrel occurred, nor was there disturbance of any kind to throw reproach on the privilege granted by our laws to all citizens irrespective of sex—the right to the use of the ballot for the purpose of making known their will.—*Sprague Herald*.

The city election last Monday was for more reasons than one the most important ever held in Seattle. The presence of women at the voting places had the effect of preventing the disgrace-

ful proceedings usually seen. It was the first election in the city where the women could vote, and the first where the gambling and liquor fraternity, which had so long controlled the municipal government to an enormous extent, suffered defeat.—*Seattle Mirror*.

The ladies, like the men, scratched their tickets and voted as if it were a daily custom. On all sides the women were treated with the greatest respect and deference, the crowd around the polls always breaking away to make room for "a lady voter." The election passed off very quietly, not a single arrest being made, and for that matter not a quarrel or even high words were heard by our reporters.—*Walla Walla Daily Union* (opposed).

When voting fairly commenced, the sidewalks were almost impassable, but a passage-way was always made the instant it was known that a lady wanted to vote. Not a rough word was said in their presence, and they were treated with the same deference and respect which they would have received had they been in their own homes. The ladies voted with rare good judgment, few of them casting a straight ticket.—*Dayton Chronicle* (opposed).

Chief-Justice Greene, of Washington Territory, is a New England man, celebrated throughout the Northwest for his resolute and impartial enforcement of law. In his charge to the Grand Jury at Port Townsend, August, 1884, he said:

The opponents of woman suffrage in this Territory are found allied with a solid phalanx of gamblers, prostitutes, pimps, and drunkard-makers—a phalanx composed of all in each of those classes who know the interest of the class and vote accordingly to it.

Whatever may be the vicissitudes of woman suffrage in Washington Territory in the future, it should now be put on record that at the election held November 4, nine-tenths of its adult female population availed themselves of the right to vote with a hearty enthusiasm. "What is the result so far? I arrived in Seattle last Sunday. Outside of the Sandwich Islands, I do not believe there exists such absolute Sunday cessation of activities and enjoyments. Not a place of business was open. Not only the saloons and cigar-booths, but even the bars of the hotels were closed.—*Charles J. Woodbury, in N. Y. Evening Post* (opposed).

The day which heralded a new era in the political arena dawned clear and bright. The women of Palouse City accepted it as a favorable omen, and turned out in force. Every one seemed pleased; that is the wives looked happy and the husbands pleased. Women voted who had averred time and again that they "would never vote, no, never, for any consideration." Luce, our old-time enemy, who has said the advocates of suffrage were an immoral set, and that no good woman would vote, was there with his wife, and of course they both voted. Everything passed off quietly.—*R. Nichols, writing from Palouse City, W. T., to the New Northwest*.

After the experience of the late election it will not do for any one here to say the women do not want to vote. They displayed as much interest in the principles at stake, in the candidates, and in the exercise of their new privilege, as did the men, and, if anything, more. They behaved discreetly, and were treated fairly and honorably by the men, their going to the polls being viewed just as is viewed their going shopping, to entertainments or elsewhere—as a matter of unquestioned propriety. The result insures the city of Seattle a first-class municipal administration. It is a warning to that undesirable class of the community who subsist upon the weaknesses and vices of society that disregard of law and the decencies of civilization will not be tolerated.—*Seattle Post-Intelligencer*.

CAPE VINCENT: The matter referred to in your letter was entirely the result of a mistake which was corrected as soon as it was found out, before your letter was received.

WE receive from time to time letters of inquiry regarding the proper method of organizing Ladies' Lodges. All such letters are forwarded to Mrs. W. E. Brooker, Secretary of Ladies' Lodge, No. 1, Stratford, Ontario, who has charge of these organizations. The Directory of Ladies' Lodges will generally be found immediately following that of the B. of L. F. in the *Magazine* except when want of space compels its omission.

THINK of it, such hot weather as this, having coals of fire heaped upon one's head! Yet that is what happened to ye editor of the Woman's Department this month. Opening a package left by the postman I found a beautifully bound volume of poems—by Shandy Maguire—with the author's compliments on the fly leaf and his picture on the first page. I tell you, girls, he is handsome. If there were not a six-foot, two hundred pound Mr. Harper at this end of the line and, doubtless, a healthy, happy Mrs. Maguire at the other—well, who knows what it might lead to? But, no—one cannot read Shandy's poems without seeing that he severely disapproves of "strong-minded" women, and I find many opinions expressed therein that I cannot endorse, so that we shall ever remain two souls with very opposite ideas. The poems are bright and racy, with many pretty bits of fancy and tender touches of sentiment. One can readily understand why the author is known and admired from ocean to ocean. Having the highest regard for Mr. Maguire's ability we still continue ready to quarrel with him in the columns of the Woman's Department.

REFLECTION.

As a shell cast by the ocean,
On the shingle of the shore,
Holds for aye a faint low murmur
Of the sea's tremendous roar,
So the lyres of our lives
May an echo soft repeat,
Of the glad triumphant chorus,
Of the angels' song so sweet.

O'er the earth the sky is bending,
Beauteous dome of deepest blue,
'Neath it blows the woodland violet,
Meek reflection of its hue.
Boundless is divine perfection,
We can never reach its light.
But our hearts, a dim reflection
Still may carry of its light.

We can never sound the ocean
With our little lead and line,
But our palms may hold a handful
Of the ocean's real brine,
Though more vast is God's great mercy
Than the reach of human ken.
We may have engraft within us
Jesus' love for dying men.

CAPE VINCENT, N. Y.,

Nellie M. Stata.

ELLENBURG, W. TERR., May 3, 1888.

To Woman's Department:

MRS. EDITRESS:—You have from time to time in your very able writings and cullings and comments from different periodicals, spoken enthusiastically of equal suffrage. In April number you say you are inclined to suspend the regular form of your Department and offer to the "men folks" a warm invitation to come forth and enter your ranks and discuss this all-important question. They have spoken very encouragingly of the progress the movement is making in this glorious and progressive territory, and invited some of us residents to tell you something of it and how we like it. I may inform you that the people of this commonwealth are a long ways indeed from being a unit in its favor, and that it is considered by many a detriment to the territory and will be a great hindrance to us for a number of years in taking our place among the sisterhood of states, a position we are all anxiously and proudly looking forward to.

I may say that personally I am a bitter and radical opponent to it for a number of reasons, chief of which is the manner in which it has been placed on the statute books of this territory. It has been placed there by the sharpest piece of political trickery that ever was invented, the prominent parties have both been used in caucus and the other varied and many ways that students of political trickery know so well how to manage. Personal promises of support by weak-kneed politicians, who are willing to pamper and smirk and be polite to the women, and will sink principle and convictions to do it. If the question of equal suffrage was placed to-day before a vote of the people in this territory, it would be so unmercifully "snowed under" as not to rise again for another ten years, but this course of treatment would be too open and free and permit too much justice and free intelligent action by the people to ever be sanctioned by the woman suffragists, and for that reason they are opposed to it. I have seen the working of this suffrage act before it was repealed by the Supreme Court of the territory as unconstitutional, and strange as it may appear to you, Mrs. Editress, I have so far only found one class of women who would turn out and exercise the greatest privilege that man has ever bestowed on himself, the privilege that hundreds of thousands of liberty loving men in all ages have given up their best heart's blood to obtain, have forsaken home and children to fight and die that they may have a free and untrammelled will in the government of their respective countries, and that class of women who would exercise this priceless privilege was what is known as the "fallen women." I have known them to walk to the polls and back the whisky ring, when all the rest of the women voters would be at home with not the slightest interest in the election. I have considered this question considerable and have brought the question to my own household and tried to find out in what respect my wife would be benefitted by the exercise of this privilege. I

have, I know, the best wife in the world. She cooks, bakes, washes and makes life worth living for me in a thousand ways, she is happy and content, she knows little if anything of this question, and after mature deliberation I have come to the conclusion that we have already sufficient voters, and as many now as can make the world happy and comfortable, if they are educated to use intelligence and discretion in the casting of their ballots.

In my judgment women are by far too narrow minded to as yet enjoy the ballot. It is as certain as darkness following daylight that after they obtain the ballot and begin to use it extensively, that prohibition, the crankiest fallacy that has yet been invented, would follow, and, as a natural order of things, billiards would be closed out, then a pleasant game of whist would be denounced, and it would be questionable if a game of marbles would be allowed. No, Mrs. Editress, I have no confidence in women using the ballot. They have a very great sphere of usefulness in this world, but I think are in the wrong place at the ballot-box. When the greatest majority of women begin to assemble at public places and demand it, when they make things lively and get enthusiastic over it, when they prove that they can make the world better and brighter and happier, and not make it so that it will only be a fit habitation for men with falsetto voices, who part their hair in the middle and live on pie and cake, then they will have some show to make equal suffrage work, but so long as there is this indifference to it by nine-tenths of the women of the world, it will only make slow progress, or ever command the attention of bright, active, intelligent minds to such an extent as to make a grand success.

Cascade.

HINTON, W. Va., March 9, 1888.

To Woman's Department:

As my brother is a locomotive fireman belonging to Lodge No. 236, I concluded to write you a brief note; it being my first attempt I trust all allowances will be made. The Lodge is in a flourishing condition here and perfect harmony prevails.

It is with pleasure I read your *Magazine* and eagerly do I watch for its arrival and often as I peruse its pages, I feel glad to think the brother who is loved so well by fond sisters is a member of the B. L. F., as the pin he wears indicates. I often think, "oh, what would we do should we never see him again!" yet trust to a most merciful God for his safety. There have been several promotions recently of members of the Lodge here and it is with delight I hear of them, and they have my best wishes as engineers. Hoping their efforts will be crowned with success, I close now as I fear I have occupied already too much of your valuable space. Should this meet with the merit of being published in your *Magazine*, I will let you hear from No. 236 again. With best wishes for the noble boys and God's blessing on the B. L. F., A fireman's sister,

Ida Tyler.

For Woman's Department:

To Shandy Maguire, hoping in leisure moments he will read the following lines to his better-half:

Dearest wife I go where sternest duty calls me,
And days may pass ere I return to thee.
Oh! may I feel when far my steps are tending,
That still to me thy heart its love is sending,
And wheresoe'er I am is true to me.

Thy virgin lips thy maiden love have spoken,
Shyly confessed I'm more than dear to thee.
But will thy heart, when other lads come wooing
With fond love thy sweet favor suing
And I am far away, be true to me?

Will your thoughts turn from them while they
are love speaking,
Will the memory of Shandy return to thee,
Oh! will the recollection of my words be dearer
Than words of love from loves nearer,
Wilt thou through all change be true to me.

I have thy promise so sweetly given,
Yet from that promise, yes, I could set thee free.
And still believe wherever I'm roaming,
Thy faithful heart still awaits my returning.
I know dearest wife you will always be true to me.

Fanny R.

WHISTLER, ALA., May 16, 1888.

[Is this addressed to Shandy's wife or his sweetheart? It seems a little mixed.—Ed.]

CHAPLEAU, ONT., March 7, 1888.

To Woman's Department:

Though not a correspondent of the *Firemen's Magazine* I hope a few lines from a well-wisher of the Order of B. of L. F. may find place in its columns. It is not my intention to say much about Snowdrift Lodge, No. 321, but it might not be amiss to say that its members are enjoying as great a blessing of health as is allotted to mankind in general. Within the last few months many of the boys have exchanged the scoop for the throttle, the left for the right, carrying with them not only the good wishes of their brethren but of their acquaintances in general.

It is with extreme regret I send intelligence of the death of Mrs. J. B. Dexter, wife of a young and deserving fireman, a bride of scarce five months. Mrs. Dexter was a stranger when she she came amongst us, but her kind and loving disposition not only won her many friends, but gained for her the good will and esteem of all who came in contact with her. The greatest sympathy is felt for the young husband in his sad bereavement. Mrs. Dexter, after a short but painful illness, which she bore with Christian fortitude and resignation, died February 9, 1888.

I gazed upon the silent form
From suffering now set free,
And thought, oh! death where is thy sting?
Oh! grave, thy victory?

Farewell, farewell, thou much loved friend.
Thy troubles here are o'er.
One day I trust to meet again,
Where parting is no more.

In yon blest home beyond the sky,
Where saints and angels sing,
We'll sing the wondrous love of Christ
Our Savior and our king.

A Fireman's Sister.

PORT MORRIS, N. J., June 25, 1888.

To the Editor of Woman's Department :

DEAR MADAM:—As a member of the M. E. church, I was greatly interested in reading the reports of the proceedings of the General Conference recently in session in New York City. My interest was increased when at the outset I found that the question of admitting women as delegates was to be debated. (I was ignorant enough to believe that this question needed no debate, for I have found nothing in our church rules, or discipline, that makes any distinction between the male and female members, and I have ever believed that while women have a right to vote on church matters, and in church elections, they have also an equal right to hold any office that any male member can hold, and that they are included in that somewhat inconsistent term—laymen.) I felt mad when I found that so many of our *would-be-leaders* were bound to give women the cold shoulder, and my indignation toward the Rev. J. M. Buckley was strong enough to cause me to write him a very plain letter, if I had been able to cherish any hope that he would publish it. Mr. Buckley has so often eulogized good women and their work, in the columns of his paper, that I had every reason to believe that he would be the last man in the world to speak and vote against extending the sphere of women's usefulness. I see by a sort of a defense which Mr. Buckley has inserted in the *Advocate* of June 14th, (which I enclose herewith,) that the reverend gentleman has received letters bearing on the subject, and after all the *supposedly sound arguments* which he made against the admission, he has now reached a point when he is *on the fence*, as evinced by the wording of the paragraph I have marked. I call that a cowardly backing down for what was wrong in 1888, cannot become right in 1892, even if the majority should say it was right, and it seems to me that the reverend gentleman has taken this straddle so as to be able to slip off on the side of the majority. Feeling thus in regard to the subject, it was with gratification that I read your article on it in the advance sheets of the July *Magazine*, which I received on Saturday, and I can assure you it did me good to know that you have thus ably applied the *cudgel to his noodle*. I am inclined to think that Mr. Buckley is a good deal like St. Paul, of old. You know it took a knock-down argument in St. Paul's case to convince and convert him, and so with Mr. Buckley; he has to be overpoweringly convinced, for as our preacher expressed it, "he is a regular bulldog to hang on."

Our preacher is a young man, studying at Drew Seminary, and thinks that while Prof. John Miley, (he is not President of Drew,) said just about those words, yet he is misunderstood, and if his speech were taken as a whole, it would not sound as harsh as that sentence does. Our dominie says Prof. Miley is a genial, kind gentleman, whom all learn to love. As you may surmise, I have presented your article to our dominie to see how he would take it, and he told

me the above, in defense of Mr. Miley, but he also said he felt perfectly sure that the admission of women as delegates was an assured fact which only lacked a simple formality of a vote to become a fixed fact beyond any controversy or dispute.

I have also shown your article to our Worthy Master, R. A. Trezise, and told him that I intended to write to you to (figuratively speaking) "pat you on the back," and he asked me to give you three cheers for him. So please accept these lines as they are meant, as a slight recognition of the noble work you are doing, and as an earnest of our willingness to extend to you and to the millions of our fellow citizens of the female sex every right and privilege to which we, ourselves, are entitled. I have confidence enough in women to believe that when women obtain the full right of citizen, the fall of the rum power is sure to follow, and when that is accomplished, this land shall, indeed, be "the land of the free, and the home of the brave."

Please remember that we are co-laborers on the *Magazine*, and that only one thickness of paper intervenes between my articles and yours; we are thus pretty near neighbors, and this must be my excuse for thus uninvitedly addressing you.

Pardon my presumption, and believe me yours respectfully,
Wm. Weiler.

[This letter is so clear and so complete it needs no comment. I wish, however, to thank Mr. Weiler, and through him Master Trezise, for their kind and generous words. In the years to come, when this great question of the absolute equality of American citizens shall have been forever settled, those who opposed it will look back upon their record with as much shame as do those at this day who favored human slavery when that curse rested upon our republic; and those who now have the courage to stand up for equal rights will never cease to be proud of the fact and to leave it as a valued inheritance to their children.—Ed.]

MILWAUKEE, WIS., May 24, 1888.

To Woman's Department :

I have been an interested reader of your columns for a long time and always look for them with the greatest of pleasure. The Brotherhood it represents is a noble organization and should meet with universal encouragement. I must say that the members of Guiding Star Lodge are a little too modest, as they have the least to say in the *Magazine*, but I am pleased to know that they have a Lodge of first class men who are indeed a credit to their families. God only knows how trying the duties of an engineer or fireman are, and how hard they have to work in all kinds of weather, day and night, Sunday not excepted. I have a brother who has lately been promoted. For six long years he handled a heavy scoop, and now I sincerely hope he will prove true to his responsibilities. May success attend the noble Brotherhood in all their undertakings, is the fond wish of
Lottie.

HORNELLVILLE, N. Y., March 8, 1888.

To the Woman's Department:

Ella Cunningham—I have read your letter in regard to governing children. I agree with you in regard to the mother. I think that more depends on the mother than the father, I find it so in my own experience. The children come to me for advice and counsel more than they go to the father. I am a mother and a stepmother and I feel sometimes how unfitted I am for so great a responsibility. There is a great work for a mother if she does her duty. One thing I think parents should do more than they do, that is, furnish more home amusements and join in them as much as you can in their little plays. Surely a mother cannot demean herself in this way for a few moments, what though we are their superior in age by twenty or even twenty-five years? Old as I am I cannot only endure most of their amusements, but I spare time for them and actually enjoy it too. In doing this we should be a little careful not to interfere too much with their own free agency. Children, like some other animals, are more easily led than driven, but play with them, I say. Set them a good example, one of truth, fairness and kindness. There is one thing needed in the beginning of all this, that is to have the love of infancy and childhood. Another great fault of the mother of this present day is she thinks more about dress and visiting than of her little ones. How many are there who leave them in the care of a hired servant and dress themselves and sally forth on dress parade or to spin street yarn. What can you expect of little ones without a mother's love and sympathy. A mother should never refuse to answer her children's questions (unless they are asked in an impertinent or improper manner) merely because they are childish ones. She will remember that what seems small to her may appear quite otherwise to little children. I know we often get tired and do not have patience enough with our little ones, and it requires a great deal. I sometimes think I do not have patience enough with my own children and will answer them quickly and impatiently. How soon you can tell by their looks and actions that mother is cross, and may I add, *ugly*, and ten to one they will quarrel themselves in a little while. Now, mothers, let us all strive to be more thoughtful for our children and set them such examples as will be worthy of imitation. I would say we have a very high example and authority for doing and being lenient with our children. Our Savior did not hesitate again and again to notice little children. He took them up in His arms, put His hands upon them and blessed them. We will not then hesitate to bless ours as far as we can, and above all refuse their society or think it beneath us to mingle in it. I, for one, say God bless our children forever and ever.

I think I have dwelt long enough on the subject of children. I wish more of our sisters here in this place would write for the Woman's Department something about our suppers and the

pleasant socials we have. I am too deficient in writing to attempt it, will leave it for some other good sister of the Ladies' Auxillary. I will not tire you any longer, will close by bidding you good night.

Mrs. W. H. Burt.

For Woman's Department.

JOB'S WIFE.

My friends, have you read
Of a man long since dead,
Who, bereft of his sliver and gold,
Endured a great strain
Of affliction and pain,
Yet neither did in murmur nor scold?

But of his good wife,
His partner through life,
Not a word of praise has been said:
But censure and blame
Is attached to her name
Wherever the story is told.

Yet think of her woes,
With all her fine clothes
And jewelry gone with the spoils,
Her best friends all fled,
Her children all dead,
And her husband all covered with boils.

A man with one boll
Is sufficient to spoil
A good woman's temper, I'm sure;
Then what must it be
With a thousand and three,
With no kind of ointment to cure?

The worry and care
All fell to her share,
And she bore it, no doubt, very well;
Of her aches and her pains,
Of her losses and gains,
Not a word does the history tell.

Yet I have no doubt
It would have turned out
As such things usually end;
But one gloomy day,
In the middle of May,
Three men came to see their poor friend.

Each one had his say,
In a serious way—
Why trouble and losses should fall
On poor Job, till he said,
With his hand on his head,
"You are miserable comforters, all."

She hoped they would speak
At the end of a week,
And bid her a courteous adieu,
Leave her in peace
With her dirt, and her grease
To clean up, and scrub up anew.

Alas and alack!
What broke the poor back
Of the camel so trusted and rare,
One feather too much,
And so this last touch
Was more than the woman could bear.

With no time to sleep,
Or even to weep,
Her nerves all gave out, and a cry
By sorrow oppressed,
She, her husband addressed;
"Tis of no use, curse God and die."

Let her alone
Cast the first stone,
Ye who have not sinned in this way;
And lest we should be
As wicked as she,
May we never be tempted, I pray.

Mrs. B. M. Moore.
NEWBURG, OREGON, April, 1888.

[Amen.—Ed.]

AN INQUIRING FRIEND.

Since reading your last *Magazine*,
My poor brain has been all on fire,
For there, in its pages I've seen
There existed a Mrs. Maguire.
For years I have had but one wish,
And that was at some time in life—
To meet with and make love to Shandy,
And have him choose me for a wife.

This is leap year, I had the time fixed,
'Twas to be at the Richmond Convention,
The arts I have practiced are mixed,
The dresses I've made, I'll not mention.
I always have thought him unwed,
Altho' of his twins he oft' spoke,
But like many queer things that he said,
I thought it was only a joke.

I am glad I found out before Fall,
For my plans they were all nicely laid.
I was bound he should not live alone,
If he'd save me from being a maid.
I've heard he was really a *Pal*,
And as I'm from the Emerald Isle,
I thought I would stand a good show—
To win him, could I gain his smile.

And his wife! (now, how shattered my hopes),
Intends to live longer longer than he.
So even his dear second wife,
I expect that I never can be;
Sure where has she been all this time?
They've been married of years full a score,
To judge from her truth-telling rhyme;
Tho' I never have known it before.

But ah! a most wonderful thought,
Has suddenly entered my brain,
And inspires me my prize can be sought
Even yet, and himself I may gain.
Dear Shandy, please listen to me.
'Tis of you I would like to inquire,
Are you now in your fancy yet free;
And yourself, darling, Mrs. Maguire?

Nora O'Neal.

[Speak out, Shandy. The entire Woman's Department awaits your answer in breathless suspense.—Ed.]

NORTH SPRINGFIELD, MO., June 19, 1888.

To Woman's Department:

MR. EDITOR:—I have always had a very elevated opinion of you, and a great desire to hear you speak. Through the kindness of one of the best boys of Frisco Lodge, No. 51, we are permitted each month to read the *Fireman's Magazine*, which we find instructive and very entertaining. Number after number we search in hopes our eyes may rest on a few lines from some of the 'Frisco boys, but in vain. Now the Iowa boys seem wide-awake fellows and we often hear from them, surely Missouri must not fall behind, nor does she, for we find amongst them many good writers, such as Mr. G. W. Hall and others. It must be as the girls say, the 'Frisco boys are bashful, that is a railroad man's falling. Lodge 109 gave a fine ball last January, where I know the sterner sex, both married and single, had a glorious time, the single wishing they were married and the married that they were single and this Utah, as they were in dilemma as to which of the many was sweetest. Yet it cannot be they are bashful, for I know two young firemen, so young that the down on their upper lips is so tender they will need stimulating, urgent and good attention before they can boast such mustaches as some of their older brothers sport, yet

they had the courage to take two ladies each. Poor boys, as they learn sense they will find one all sufficient. Now all the other Lodges make a note of their balls and say a good word for the ladies. It would require but a few moments to speak of their sylph-like forms, fairy steps, bright and starry eyes, and so forth, knowing as they do love of praise to be one of woman's many weaknesses. You must urge them to come forward. I read an article by General Sherman in which he pays the railroad men a compliment, he says: "In case of another war railroad men would form the army, as they are men of nerve and endurance, accustomed to irregular living and have learned obedience." (Aside, not to their wives always). While reading the article, I saw in my imagination our friend Shandy, Commander-in-Chief of the forces, for you know 'tis always the hero most daring in war that's the fondest and truest in love. One word to you, Shandy, should you assume command, let your line of march be in a direct line or destruction will overtake you, as some of the boys are strictly opposed to passing corners, which is a falling they must overcome if they expect promotion and respect.

We have a Slaterhood Lodge from which we hear not a sound, Harmony is its name. Could you urge them to change the name to Cyclone, Hurricane or Matrimony, which are synonymous, in hopes to draw forth some fine articles for the *Magazine*. The ladies' letters are very interesting and I should think effected much good. Hoping you will excuse my attempt, I remain,
Helpless.

[The writer of this letter states in a note that she has not walked for four years and had very little use of her hands, that her oldest son was killed on the 'Frisco four years ago, the best son that ever lived, and that she still has a son firing on the road. We are glad to receive her letter.—Ed.]

QUINCY, ILL., April 9, 1888.

To Woman's Department:

I have been reading your *Magazine* for some time and I have become somewhat interested in the Ladies' Department. I think it would be much better if more of the mothers, wives, sisters, and allow me to say, sweethearts would write a note, that is if it is not too much trouble for you to read them. I have always wanted to write but always felt too timid, but I will lay that aside for a few minutes for I simply want to say how nobly the B. of L. E. and B. of L. F. boys are standing by one another. They are strong, noble and intellectual. They are simply showing now just what they are. I hope when this is settled there will be no separating. I have the pleasure of saying when one has the misfortune of getting hurt they are all willing to help their brother. There is not another class of men more kind, more loving and more sympathetic with one another than the railroad men. I hope they will stand firm, brave boys, for justice is their right.
A Fireman's Sister.

For Woman's Department:

OUTWARD BOUND.

I stood at morn on a lonely shore,
And watched the ocean's spray,
As each shining wave kissed the rocky strand,
Where the glistening sunbeams lay;
And I saw in the distance a gallant ship
Glide along with her human freight,
As fearless she rode each crested wave,
On her way through the Golden Gate.

Me thought, as I saw her sail away
O'er the waters so darkly blue,
Of the perils lying along her path,
So dangerous to ship and crew;
Yet she glides o'er the waves like a thing of life
Her sails are set to the breeze,
She feels no fear of the storm-king's strife
As proudly she rides the deep seas.

And as I watched the lessening sail,
I thought of the loved ones at home—
Of the prayers and fond wishes of loving hearts,
Now left in sorrow to moan;
Of hopes and fears intermingled with tears—
Of prayers sent over the sea,
For the safe return of that gallant ship,
Now breasting the waves so fearlessly.

But that gallant ship soon passed from sight,
Leaving naught to tell of her track
Through the waste of waters so dangerously deep,
O'er which she may ne'er come back;
Will she again return through the Golden Gate
On her way from the open sea?
Or will she be numbered among the lost
And her fate be shrouded in mystery?

Mrs. Nellie Bloom.

WEST OAKLAND, CAL.,

SPRINGFIELD, ILL., May 15, 1888.

To Woman's Department:

Can nothing be done to prevent children from becoming a general nuisance? In raising children parents should be very firm. I must say they have to be to bring them up the way they should go. I have been with many children and no two can be governed alike. You can rule some with love and some must be under the rod. I have seen some parents always scolding and I can say always beating their children, and then they will not mind. As soon as they are out of sight they are doing something bad again. Why is it, please tell me? That is enough to discourage parents, they will say they won't be good, there's no use trying. I have heard this remark time and again. I have said, Why don't you make your child do this or do that? "Well, I just can't, they have got beyond my control." I say a child of eight or thirteen is not too large to control, although I see some that their parents will say, (a mother I think is more apt to say than a father) "I can not do anything with them." Now, in traveling I think we can excuse them, for they are tired, dusty and wore out. Take yourself and travel three or four hundred miles and during that number of miles of traveling wait for a train to start some two or three hours, waiting in a dusty, dirty depot, for they do have some of them I know, we are not always in the best of humor. We will excuse a small child. Now, I see in Ella Cunningham's letter that she has heard mothers will say when they get old enough to be ashamed of it they will do

better, but oh, how disgusting it is, how many times you are mortified in waiting. It seems natural for children to try themselves when you have company. A lady friend once said to me, "when I have company, as soon as they are in the house this child commences to cry and keep it up till they are gone. What must I do with her?" She said she did not like to punish her in the presence of company. But I think sometimes it does them good, it is very apt to make them ashamed and they are not very apt to do so again. We must study a child's temper very close and try them and see which way they are controlled the easiest. We must begin with a child when young as I have often heard it said, bend the twig in the way you wish it to grow when young and tender. I am willing to receive all the information possible to show an easier way to govern children. I must close for this time. I must not take up too much space.

Geranium.

RENOVO, PA., February 12, 1888.

To Woman's Department:

After having carefully read February's number of the *Magazine*, and as it has been my intention to pen a few lines to this valued book, I pause on the brink as I note several suggestions which have been made as to what we should write about. Having come to the conclusion, that the majority of contributions to *Woman's Department* will be laid to rest in that dear(?) basket, if the monotonous expressions referring to the many Lodges are still kept before our readers. I am confident that our able writers can easily change their subject, but deeming the Lodge of more than primary importance they were eager to express their good opinions.

As to fancy work a pretty sofa pillow can be made of three-eighths of a yard of brown satin with a pink rose painted in center, and the corners made of rose-colored velvet. Fearing that I already have taken up too much space, shall lay down my pen till some future time.

Very sincerely,

A Fireman's Sister.

LEBANON, February 12, 1888.

To Woman's Department:

As I am a reader of your *Magazine*, I agree with "J. A. H.," let the men manage their department and you can rely on the women managing theirs. Although I can speak highly of No. 317, for it has some jolly members and above all Doc. H. is the jolliest of the jolly, and it would do any woman's heart good to see him eat White Mountain cake and ice cream, but poor soul, he nearly died eating ice cream last summer. As all railroad men are fond of White Mountain cake here is a recipe for one: Two cups W sugar, $\frac{1}{2}$ cup butter, $\frac{3}{4}$ cups sweet milk, 3 small cups flour, 2 teaspoons baking powder, whites of 4 eggs, bake in layers. Frosting for cake whites of 2 eggs, $\frac{1}{2}$ lb. flour sugar, one grated cocoanut, sprinkle between layers and over the cake. I have more good recipes I will send as soon as some other Brother's wife sends some.

Mrs. H. E. H.

SHERMAN, TEXAS, February 16, 1888.

To Woman's Department:

Some one sent the February number of the *Locomotive Firemen's Magazine* to son Leland. It is new to us. I am much pleased with it, and interested in the article headed, "Men who are Neither Born nor Made." We have a dear son trying to make an honest living by firing a locomotive engine. He is hundreds of miles away—how often I think of him; my heart goes out to the mothers and wives of these busy toilers. I know these sisters have many hopes and many fears. If I can cheer or encourage one, I shall feel repaid for writing. It certainly takes brain and nerve to run a train, and it takes brain and nerve to guide the house, and to make it a place of comfort and rest for these tired sons and husbands, when they come home. Wives are often obliged to make a little go a long way, and it takes brain and nerve to do that too. Women are the isolated heroes that we seldom hear from, how they manage the household machinery and take care of the babies too, and always have a lunch prepared for those dinner palls. It requires a strength of will and purpose. Some say we must always have a smile on our face when husband comes. I think husband might have a smile for us also, and maybe a kiss, and not expect more than he gives.

I send a cookie recipe that I know is good; will keep well if not eaten. Sift flour, two tea spoonfuls of cream of tartar, one of soda, two cups of sugar, one cup of butter, two eggs, one cup of sweet cream, mix stiff enough to roll easily, add a cup of currants or cocoanut, if desired. Best wishes to all.

M. Y. M.

ALBANY, N. Y., February 16, 1888.

To Woman's Department:

Now, ladies, I would like to tell you how much I appreciate the *Magazine*, especially the Woman's Department. As we are wives, sisters and mothers of the noble firemen, we have a right to take an interest in their book, also in their lunch palls and in beautifying the homes. If you wish to know how to make good corn bread and a splendid Graham pudding, for the first, take one cup of sour milk, one of sweet milk, one half cup of molasses, one cup of flour, two of corn meal, one half tea spoonful of soda, and a little salt; steam two hours and you will find this excellent with a boiled dinner. Now, for the Graham pudding: Take one and a half cups of Graham flour, one cup of molasses, one of milk, one table spoonful of butter, one tea spoonful of soda, one egg, one cup of raisins, or any dried fruit, spice to taste, steam three hours, eat with a sauce. Now I have a great many good receipts. I also do my share of fancy work, which I will tell you about in the future. Will some of the readers send me a good receipt for Graham bread, as my husband likes it and thinks it is nice for the lunch pail. I will bring this tedious letter to a close, hoping to receive an answer in some future time.

I am very truly,

Hattie.

ALBANY, February 20, 1888.

To Woman's Department:

Now, dear readers, as I sit this evening looking over the last *Magazine*, I cannot help thinking and comparing this number with the one I read two years ago when I first became interested in the book. The book has steadily improved, especially our Department. I have found a great many good receipts and instructions for fancy work. In my last letter I promised to send a receipt for bread. My L. F. thinks it can't be beat: Take three pints of warm water, one yeast cake, three tablespoons of condensed milk, one of salt; mix this into a stiff dough, knead till it is velvety to the hands. This must be done in the evening, let it raise over night, in the morning knead in loaves to fill the bread pans three-quarters full, let rise till even, then bake. I never had this receipt fail me. Now, will some lady write and give us some good points on the training of children. I am one of the inexperienced ones. I would be glad of a few points. I have a little girl one year old. Now, if some one will answer this it will be thankfully received, I hope, by more than one.

Before I close I wish to state that Mrs. Heinmiller, wife of one of the staunch members of 230, fell and broke her ankle. She had just recovered from an attack of pneumonia. Mrs. Heinmiller is a lady that is loved and respected by all. From last accounts she was improving. Now I will wish you all good night.

Respectfully yours,

Veronica.

TO COUSIN NELL.

Dear Cousin Nell: My palsied hand A longer task cannot withstand. And yet, an effort I will make To briefly answer, for your sake, That literary pirates are A different race from such as you, Not fit your honest thoughts to share, Or loose the latchet of your shoe.

I hate the thieving buccaneers, Unworthy of our blackest sneers; But Mrs. Harper made amends, Henceforth you'll be good, steadfast friends, And in the partnership please see There is a corner left for me, Besides for Mrs. A., B., C., Who writes keen sarcasm so free.

Henceforth I'll curb my fluent tricks, And from the ladies take the kicks Administered by their dainty feet, Even then I'll find much pleasure sweet; Then up life's grade I'll jog along, With flowers strewn on the way, I'll double up the hills with song, And fling them off a nice bouquet.

I'm in my glory here at last, Amid the eloquent and fair; And never shall I cry "avast," Tho' all of you should pull my hair. If some should slap me on the cheek, I will reply with spirits meek: "Your buffet scarcely causes pain, Please press your lips upon the part," And if they do, my placid brain Shall slumber o'er a happy heart.

—Shandy Maguire.

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

**LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.**

AUGUST, 1888.

SOUTH KAUKAUNA, WIS., July 7, 1888.

MR. EDITOR:—We have looked anxiously for that visit of some of our Grand Officers, promised us while in Chicago, and I take this means of telling the Brotherhood at large we are expecting the visit. In the meantime we are doing our utmost to enroll No. 266 as one of the banner Lodges of our noble Brotherhood. It is gratifying to state that we have not had to expel any of our members on account of heavy assessments and our in the struggle of our brethren on the C. B. & Q. is just the same as it has ever been. The engineers and firemen of this locality are as one. We have held several Union meetings which have given us a chance to air our views on both sides, which has had a tendency to draw us closer together than we have ever been before. All I have heard speak echo the sentiments expressed in our *Magazine*—one for all and all for one. We have quite a number of the S. M. P. A. and B. R. B. amongst us, all of whom, we are glad to say, are a credit to their respective Orders.

We had an interesting game of base ball between the B. of L. E. and B. of L. F.—25 to 28 in favor of the B. of L. F., the proceeds of which went to the benefit of sick members. We have had four sick members on our list for the past six months, and financially it has been crowding us a little, but it is gratifying to state that two of them are able to work, and that we were able to stand by our deserving brothers in distress.

We had a grand parade here on the 4th of July, in which we were invited to take part by the Mayor and City Council. We responded to the invitation and made a grand showing for 266. We were the recipients of a beautiful banner, specially designed for the occasion by our Master, J. E. Maguire, and his esteemed wife, both of whom have endeared themselves in many ways to the members of 266.

We have closely watched the course pursued by our Grand officers in our present struggle, and everything considered, we most heartily approve of it and have no fears for our strike as long as they are at the helm. Bros. Maguire and Curtis

have lately become "Pas," and cigars go round. Bros. Brooks and Nicholls have lately jumped the broomstick. Business on the road is not very brisk, and extra men just about make a living.

We have one of the finest Master Mechanics in the country to work for; although a strict disciplinarian, he is ever ready to listen to and give a just decision, no matter how small the grievance. Should any traveling brothers come our way we can assure them they will meet with first-class treatment.

We have got the riding goat "biz." down fine, having taken in six members at one meeting. I am sorry to say we have a few wall flowers amongst us, and some other brothers whose interest in Brotherhood affairs is very slack. Some of them prefer the park and Sulphur springs to being in the Lodge room. However, we are having a rope made with which we will be able to pull them in by the time some of our Grand Officers get ready to make us a visit.

Reliable.

NEW YORK, June 15, 1888.

Editor Firemen's Magazine:

I am not much of a hand at writing, particularly for the public, but for a good while past I've been wanting to talk to my brother firemen upon a matter which I think makes the Order ridiculous. I am a constant reader of the *Magazine*, and have been for a good many years. In every number I read resolutions in which it is said by some committee of firemen that it has "pleased God to remove" some worthy brother. Just think of it—"please God" to kill some member of our Order! nobody believes it. "Please God" to have a railroad wreck! nobody believes it. "Please God" to have a railroad half built, to have a bridge neglected that needs repairs, to have horses and cattle get on the track, to have men unskillful and neglectful in charge of trains. I need not add the numberless causes of death to men on the rail, firemen know them all, but it don't "please God" to have things badly managed, and it don't "please God" to have firemen crushed and scalded and killed by railroad disasters, and for one, I wish that such resolutions might never appear again in the columns of our *Magazine*. They are not creditable to the intelligence of the Order. But I notice the same sort of resolutions in the Journals of other organizations, which goes to show that men sometimes get into a rut, and follow along a beaten path without stopping to inquire about the meaning of words. I want to say to the boys to put on the brakes on this thing of always saying it "pleases God," when one of our brothers gets killed. I got hold of a dictionary for the purpose of finding out what "pleased" meant, and I found that anyone who is pleased is *delighted*, that he is *glad* and *joyful*. Now I ask the committees selected to prepare for publication in the *Magazine* resolutions when a brother dies or gets killed, not to intimate that the sad event "pleases God;" nobody believes such talk.

Throttle.

For the Magazine.

CHATSWORTH.

It came to pass in the summer time,
When the winds were dry and hot,
That many sought for a quiet rest,
But they sought and found it not;
For the fleeting clouds were empty,
And the hill-side and the plain
Were brown and crisp 'neath the scorching sun
And the lack of refreshing rain.
The herds in the field were panting,
The corn leaves curled in the sun;
And only a gully marked the place
Where the river used to run.

From the work-shop, field and office,
From the school-room and the store
Came an eager throng in search of rest
By the great Niagara's roar.
The baggage-cars and the coaches
Were loaded down so full
That two great locomotives
Were needed the train to pull.
That load of a thousand people
Pulled out of Peoria that night,
The weakly and sick in search of health,
The strong in search of delight.

Just think of a thousand people,
Almost a city on wheels,
Running at such a fearful speed
That the whole train rocks and reels!
Just think of the upturned faces,
In the light of lamps turned low,
Some tanned by the burning summer winds,
Some almost white as snow.
There were some just dozing and nodding,
While others were fast asleep,
As on they sped o'er the clashing rail
Through the darkness lone and deep.

There were loved ones at home in the city,
And dear ones at home on the farm,
All praying that those on their journey
Might be protected from harm.
There were smiles on the lips of the dreamers,
There was peace in the closing eyes,
As if in their hearts still echoed
The last endearing good-bye,
More dear for the hope of returning
Refreshed in body and mind,
And the expectation of greeting
The loved ones remaining behind.

There are reasons for wrecks on the ocean,
And reasons for carnage in war,
But what should these parents and children
Be hurled to eternity for?
As a man in a lofty position,
Bowed down with a burden of care,
Whose heart, with the trouble and worry,
Gives way like a bubble in air,
So it was with a bridge o'er a gully
On that ill, ill-fated road,
With a terrible crash in the midnight,
Gave way with its precious load.

What pen can delineate fully
The picture presented there?
What tongue can describe the touching cries
That fell on the midnight air?
God save us all from such a fate
As befell the ones on the train,
Who found the cold embrace of Death
Their only relief from pain.
And through the lonely hours of night
And the morning twilight gray,
The angels were hastening from heaven to earth
To bear their spirits away.

—Geo. W. Hall.

STANBERRY, Mo., July 2, 1888.

ST. PAUL, MINN., June 25, 1888.

Editor *Firemen's Magazine*:

As I have never seen any communication from
Arbitration Lodge, No. 320, I have concluded to
start the ball rolling and see if some of the boys

would also try their luck. I have seen many
letters from different Lodges, some of them very
deserving, others not so much so, but by a little
practice the letters become very interesting. We
have a thriving Lodge of forty members with
two members elected and several applications on
the table. We have a very able Master, Bro.
Lordon, who succeeded Bro. Scanlan (resigned).
Our Secretary is a No. 1, a thorough Brotherhood
man. Several of our boys are thinking of mar-
rying, and in my next I may be able to tell who
they are. We have had several union meetings
lately here and at Minneapolis, and they were
largely attended. We had several visiting mem-
bers, some of them off of the "Q," and they en-
tertained us with a little news from their differ-
ent districts. All are firm and willing to stand
any assessments to help the struggling brothers
to their just demands. Bro. Lordon is on the N.
W. & C. F. N. passenger between St. Paul & Du-
luth. Bro. Salley was promoted to the right
hand side last winter, and is dispatching and
running extra out of St. Paul. Bro. Hethington,
Bro. A. N. Hunter and Bro. Gorman are dispatch-
ing—the former on the St. Paul & Duluth, the
latter on the Omaha. There is a splendid lot of
boys on the Omaha and Northwestern line.

Josh.

GARRETT, IND., July 8, 1888.

MR. EDITOR:—Garfield Lodge wishes to return
their heartfelt thanks to the members of Div.
153, B. of L. E., for their kindness in attending
the funeral of our late Bro. B. E. Barnes, on the
5th of this month, also to the Brotherhood of
Brakemen for the same favor. It was a grand
sight to see the three Brotherhoods attending
the funeral as one body. Thank God I can truth-
fully say for the B. & O., we are united and har-
mony prevails. Let come what may, in pros-
perity and adversity, we will all stand by each
other.

T. Cunningham.

TO LILY McFADDEN.

Dearest Lily McFadden, I've suffered for rest,
With a tickling sensation right under my vest,
Since perusing your lines, where you warbled of
love,
And requested me, dearest, to call you my dove.
Oh! I swear by the bees of Hymettus, so sweet,
I could give you my heart to place under your
feet,
And I vow by the ink on my truth-telling pen,
I could call you the same if you were an old
hen;
Yes, indeed, I could eat you up, feathers and all,
Tho' your bust swelled your bodice, or slender
or small.

There is no devotee, bending down at a shrine,
Could implore with two eyes more devoted than
mine.

How I'd thrill you with joy, as the nectar I'd sip,
That is humid and rich on your red pouting lips!
We could mingle our voices in anthems of praise,
And enliven the time with our amorous lays;
We'd alternately write them, and sing them, my
dear.

Punctuating with kisses where marks should ap-
pear,
Till the atmosphere, round would grow radiant
with love,

And the birds in the bushes all envied my dove.

—Shandy Maguire.

For the Magazine.

TO EUGENE V. DEBS.

An old admirer of your art,
In finding words to touch the heart,
Now takes a willing pen
To write some honest lines to you,
A man amongst the very few
Of really brilliant men.

I've read your words for many years,
Evoking smiles, perchance some tears,
As each way I'd be swayed;
A wizard's wand would powerless be
To move my sympathies as free
As what your pen portrayed.

Sometimes in burning eloquence
You lacerated vain pretense
In haughty, purse-proud man;
You taught your readers self-respect,
And how to hold their heads erect,
With fluent, running pen.

There's not a passion man can feel
But which you skillfully reveal
On editorial page;
Your genius strips pretensions bare,
Till all can read the motives there
In which some men engage.

Premises and conclusions grand,
Are treated with a master's hand,
And grouped in language strong;
Your reader's task is simplified,
There's nothing doubtful or implied
When pointing out a wrong.

I hope you'll wield for years your pen,
Defending all those stalwart men,
Who toll in sultry cabs,
Against a multitude of foes,
Continue to deal out your blows,
And don't forget the scabs.

—Shandy Maguire.

STREATOR, ILL., July 7, 1888.

Editor Firemen's Magazine:

I write you about Villa Park Lodge, No. 303, because, whatever may be its importance, I do not see it recorded in our *Magazine*. We have twenty-eight members. We meet every second and fourth Sunday of the month. Bro. Corcoran, our Master, makes us attend to business and the interests of the Lodge are properly cared for. I should like to tell the readers of the *Magazine* all about the boys and their "best girls," but such matters are not of general interest and I will not pursue the subject. Bro. Menaugh, our Magazine Agent, is as good a hustler around the boys as he is around the girls. Bros. Dohes, O'Lary and Burch are holding down the left side of the Vestibules between Chicago and Ft. Madison. Bro. Comes is on right hand side of Switch engine in the Chicago yards. Bro. Donaghue is holding engine 503 at Chillicothe, and Bro. Shouts is on the right hand side of the I. I. & I. engine No. 7.

Yours,

Short Rail.

SCRANTON, PA., June 18, 1888.

MR. EDITOR:—I wish to write briefly in regard to our Lodge. We are glad in one sense that we have no more assessments, but our members have great sympathy for the brothers on the "Q." and are perfectly satisfied to send them all they can spare. I tell you, it went hard with some of

the members to pay those large assessments for they needed the money at home, but they pulled through all right.

We have a membership of one hundred and twenty, and didn't lose one. We have as good a Lodge as the Brotherhood can scare up. You can see for yourself how she pays up. A better lot of fellows you never will meet. Well, I would like to have some of our Grand Officers come and see us, and we will do our best to make it pleasant for them while with us. Bros. Sheffer and Doran have recovered from a spell of sickness. Bro. Geo. Forestine has been promoted to the right hand side, and a number of the boys are in the line of promotion, and I hope our Lodge will continue to prosper. I have been a member of the B. of L. F. for some time and have never regretted the step. My wife expresses the hope that all firemen are alike as it is a guarantee that they are, or will make, good husbands. Our meetings are held every other Sunday and the attendance is large. The members are true-hearted men, and it would please some of our brethren if they would visit us, and hear them talk. This is saying considerable for our Lodge but it is all true.

Yours fraternally,
Acme Lodge, No. 223.

EASTON, PA., June 7, 1888.

Editor Magazine:

Being desirous of thanking the members of Lodges 317, 219, 299 and many others for the kindness shown toward me during my visit in the West, I write this letter. I am very glad to say that the members in the West will not see a visiting brother pay his fare or see him walk from place to place if it possibly can be helped in any way. I had the pleasure of staying at the home of Bro. E. R. Colvin and wife for a time. I also had a pleasant time among the members of 299 on the night of May 23. Hoping not to forget Bro. J. F. Prescott, although being an engineer, he has not forgotten that he is still an active and hard working member of 299, and when he gets tired he can rest himself in his easy chair and say, "This is my birthday present from the boys."

Fraternally yours,
C. J. Rogers.

HOCHELAGA, CANADA, July 5, 1888.

Editor Locomotive Firemen's Magazine:

It may be agreeable to the Brotherhood to hear from St. Adolphus Lodge, No. 335, and believing this I will write briefly concerning the Lodge. We are still increasing in membership at nearly every meeting, although some of the boys are rather slow in getting around with their money. But Bros. Brazeau and Dionne hunt them up and make them fork over the cash. We have some members, including our worthy Master, who are exceedingly happy, being the recipients of magnificent presents from their wives, which has made cigars plentiful and cheap. We would like to see some of our Grand Officers this summer, as St. Lawrence Lodge, No. 15, and St. Adolphus Lodge, No. 335, would combine to make their visit pleasant.

Driving Wheel.

TO ALICE O. DARLING.

In Answer to "The Music of the Waters."

You have heard the music rightly, there were
many voices there.
If the moon was shining brightly, and if balmy
was the air,
Would you like to listen nightly, and your pres-
ence with me share
On the beach.
If you would we'd list together, and we'd hear
Old Neptune sing,
In this pleasant summer weather, with our fan-
cies on the wing,
Uncannied by social tether, while the waves
would echoes ring,
Sweet to each.

If you'd choose to breast the billows I would be
your gondoller,
Or beneath the drooping willows I could whisper
love sincere;
And your arms would make soft pillows for my
weary head, my dear,
As I'd lie,
With your handsome face above me, Oh! I'd be
a willing slave;
And, my Darling, "Just to love me," I would elo-
quently crave,
There's no other face could move me till they'd
put me in the grave
When I'd die.

You're a daisy with your fancies, and another
with your pen,
And you weave fine necromancies round the
hearts of rugged men,
Sweet as perfume shed by pansies in some deeply
shaded glen

By the sea,
Where I'd love to dream forever, if you'd only
condescend
To accept me as your lover, or if not, your dear-
est friend,
Then indeed you'd browse in clover till your
happy life would end,
There with me.

—Shandy Maguire.

JACKSON, MICH., June 3, 1888.

Editor Magazine:

Upon invitation of the G. A. R., Gilbert Lodge, No. 240, took part in the memorial day (May 30) exercises here. I think we made a very creditable showing considering the time of the week, when all trains were running, but, nevertheless, we had thirty men in line and marched to the cemetery with the other organizations. While at the cemetery we devoted our attention to the grave of that departed hero, Engineer M. L. Gilbert, who was killed by a railroad accident October 10, 1879, and in whose honor and memory our Lodge is named. The following clipping is from the *Jackson Citizen*: "One of the notable incidents of the parade was the fine appearance of the Brotherhood of Locomotive Firemen, who marched under the command of John M. Croman, of the Brotherhood of Locomotive Engineers. They carried a fine floral pillow and numerous bouquets, with which they decorated the grave of Milton L. Gilbert, who was killed in the awful accident at Jackson Junction in 1879, in whose honor the Lodge is named. Milton L. Gilbert was a first lieutenant of the Seventh Vermont Volunteer Infantry."

Yours fraternally,

Rory.

SEYMOUR, IND., July 10, 1888.

Editor Firemen's Magazine:

I thought I would write a few lines and tell you how Tried and True Lodge, No. 361 is progressing, and more especially to tell you of our loss. Our Lodge is on the increase. We are filling up with good and true men who make staunch and solid Brotherhood men. But with all this increase we have had a loss that has fallen like a pall over our little Lodge. It was so sudden and unexpected we could hardly believe that Bro. Grant Hill had been taken from us. He tried to board a train in motion at Shoals, Ind., when he fell between the platform and train. Although not a wheel passed over him to tear and mangle his body beyond recognition, still something struck him in the back of the head which knocked out the vital spark. In his death I can truly say our Lodge loses a "tried and true" member. His aged father and mother have our heartfelt sympathy in their bereavement over the loss of an affectionate, kind and dutiful son, taken away so suddenly in the prime of life. "Watch, therefore, for ye know not what hour your Lord doth come."

As this is my first trial to the *Magazine* I must approach with care, but may get bolder as I grow older.

Yours fraternally,

Byron.

FARGO, DAK., July 12, 1888.

Editor Firemen's Magazine:

As nearly all agree that the only way to solve the strike question and make those of the future (if any come) a success, is through "federation" or unity of action on the part of all railroad employes, and owing to the near approach of the different conventions it seems to me to be a proper time to discuss this thing; I advance my plan with the above excuse. No doubt important changes could be made which would be better seen afterward.

First, make a grand union of all the Orders composed of men who are exclusively in train service. Those which embrace all branches of employment are too unwieldy and hard to manage, have too great a diversity of interests. Then create a "Sovereign Grand Lodge," composed of representatives from all Orders in the union, the number to be in some definite proportion of their membership, say, for instance, one to 500. Let this body elect a head to be known as "Sovereign Grand Board composed of one man from each Order, to whom all differences will be referred and who will decide on what action to take, such action binding every Order and individual of the Union. Or, let this body elect one of their number as a head, to whom all action shall be left, always subject to the confirmation of the body complete. I hope all will take the proper amount of interest in this matter which is of the utmost importance, and expecting to hear from various plans in the *August Magazine*, I remain,

Fraternally yours,

Eugene McAuliffe.

Personal.

SOME of the boys say Sturman's girl was hungry the night of the Union ball at Fargo. They were last seen looking around (and we hope not in vain) for something to eat.

THE shadow of death has settled upon the home of Bro. J. T. Wharton, of No. 166. He has lost his only child, in which sad affliction he has the warmest sympathy of many friends.

J. C. DUNTON, an old time member of 178 is now running Engine 71 on the mountain. He takes as much interest in Lodge matters as of yore, although unable to attend meeting regularly.

ED HURLEY, of the B. of L. E., formerly a "Q" engineer, now represents the Travelers' Insurance Co. and gives promise of doing well in his new vocation. We certainly wish him abundant success.

A. J. RANDALL, an old time member of our Order, is now Special Agent of the Standard Accident Insurance Co. for the St. Louis, Arkansas & Texas Ry. We wish Bro. Randall much success in his new calling.

WE acknowledge the receipt of a pair of buffalo horns from our esteemed friend G. W. Sebastian, Master of New Era Lodge, No. 76, at Breckenridge, Minn. The horns are elegantly mounted, the handiwork of Mrs. Sebastian, which adds indefinitely to their value.

IT affords us pleasure to learn that Bros. Dan E. Barry and Dan Dugan, members of Buffalo Lodge, No. 12, who some time ago laid down the scoop and entered the police force of Buffalo, have won the esteem of their superiors, and have been promoted, Bro. Barry, to the position of captain, and Bro. Dugan, to that of sergeant—all of which means faithfulness to duty. We congratulate the boys.

WE acknowledge the pleasure of a call from Bro. S. W. Mallick, Collector and Magazine Agent of Ashland Lodge, No. 223, Lexington, Ky. Bro. Mallick, concluding to brighten and beautify life, and make it worth the living, has taken to himself a bride, one of the fair daughters of Brazil, the capital of Clay county, and his high estimate of his bride, shows that his heart beats responsive to sentiments without which the world would be a wilderness.

MOST heartily do we congratulate Bro. F. P. McDonald, of St. Joe Lodge, No. 45, upon his wonderful good luck in being the recipient, on the 17th of June, of 15½ pounds of babies, 8 lbs. of boy and 7½ lbs. of girl. Such felicities come only to the favored few of the Brotherhood, and should secure their promotion, but in this case, Bro. McDonald has laid down the scoop for the more agreeable task of the Railway Mail service, in which we wish him success and promotion.

ON June 19th, Bro. Edward W. Stover, of Fairmount Lodge, No. 333, was married to Miss Josephine E. Sooy, a beautiful young lady of Philadelphia. The happy couple were the recipients of many beautiful and costly presents, and immediately after the ceremony was performed, started on a bridal tour, which included Niagara and other places of interest. The members of No. 333 extend their hearty congratulations to the bride and groom in which the *Magazine* claims the right to participate, and to wish the happy couple a bright and prosperous life journey.

It is stated that the Pullman Car Company, stands at the head of builders and that their latest effort is a car of surpassing beauty, convenience and comfort, which is to run during the season on the Boston & Maine line.

PAUL MORTON is no longer general passenger agent of the C. B. & Q., but now holds the position of general freight agent.

THE old-time readers of the *Engineer's Journal* will remember the valuable contribution of W. de Sanno, who has a most interesting paper in the Mechanical Department, on "Early Railroadings." It affords us real pleasure to welcome Mr. de Sanno to the columns of the *Magazine*.

WE notice in the *Anchor and Shield* a well-written article, showing conclusively that insurance by the A. O. U. W. is the cheapest and safest that the members of the order can secure. The *Anchor and Shield* gives the figures and thereby clinches the argument.

WE notice that General Manger Beach, of the Bee Line, has issued a general order to trainmen, requiring every train master, conductor, engineman and yardmaster to have their watches examined every six months. The order is issued to secure uniform and correct time as a precaution against possible accidents.

AMONG the papers of the Northwest which have always exhibited a disposition to treat railway employes justly, we are glad to name the *St. Joe Gazette*, under the editorial management of Col. C. F. Cochran. Col. Cochran has the ability to comprehend what is due railroad employes, and the courage to give publicity to his convictions and conclusions.

AT the late convention of the O. R. C. at Toronto, the policy of the Order was conspicuously on trial and though Mr. Daniels was elected by a majority of three, the verdict was against the policy as voiced by Messrs. Wheaton and Daniels. The conductors, as a body, are in active sympathy with other organizations of railway employes, and the fact will, we believe, be triumphantly demonstrated at the next annual session of the Order.

A GRAND benefit ball was given at Fargo, Dak., on July 4, by Fargo Lodge, No. 85, B. of L. F. and Fargo Division, No. 202, B. of L. E., the proceeds going to aid the strikers on the C. B. & Q. system. About 125 couple were present, the music, Rupert's orchestra, was excellent, and all had a splendid time. The boys are to be complimented on the company present, the exceeding good order, and the financial success of the ball. Particular thanks are due Bros. Olsen, Stone and Kingsley, of Division No. 202, and Bros. Bassett, Sturman and McAuliffe, of No. 85, for services rendered, they acting as a Committee on Arrangements.

A FIRE occurred in a Virginia farm-house not long since. The spring being some distance away, necessitating delay in procuring water, the fire was subdued by the use of hard cider, several barrels of the liquid being on hand. Here is one instance at least where a home was saved by hard cider, and there the song, "A Little More Cider, Boys," was very popular.

MR. J. H. MORRISSEY has applied for a patent for an admirably devised time card on the New York Central system of railroads. By the use of colors, the day and night trains are seen at a glance without the trouble of consulting figures particularly. A specimen dhrd on our table leads us to conclude that it is a "long felt want" and will grow in popularity.

WE said in the May *Magazine*, that W. P. Daniels, Esq., Grand Secretary and Treasurer of the O. R. C., was elected by a majority "one." We took the statement as it was published in the organ of a Brotherhood of railway employes, and had no purpose of doing the slightest injustice to Mr. Daniels. Instead of a majority of *one* he was elected by a majority of *THREE*.

WE have received a programme of the Sixth Annual Commencement of the Northwestern Normal School, at Stanberry, Mo., and notice with pleasure that our friend and occasional contributor to the *Magazine*, Mr. Geo. W. Hall, will read the class poem, entitled, "Our Flag." We are confident it will be a production worthy of the subject and the brilliant genius of the writer.

THE Military Railroad men, who served the Government during the war are talking of organizing. They think that "the part performed by them was of as much importance as that of those who did the fighting." They ask "what would the armies have done without railroads and railroad men?" Well, it is the high privilege of the military railroad men to organize, for manifestly they helped to save the Union.

THE *Express Gazette*, referring to the importance of insurance remarks, that without life insurance many families would be left absolutely unprovided for, and become objects of charity. No expressman with proper self-respect could, with complacency, contemplate the possibility of those dear to him suffering from want, because of his neglect to provide some help against such results when it is easily within his reach. The fact that the various Brotherhoods of Railway employes have an insurance Department should add greatly to their value.

VICE-GRAND MASTER J. J. HANNAHAN was presented with an elegant gold ring appropriately inscribed, at the union meeting of engineers and firemen held in Cincinnati in May last. The presentation was made by Engineer Cokely, in well chosen words. Master McBride, of No. 14, ably represented his Lodge on the occasion. Mutual congratulations upon the perfect harmony that existed between the twin Brotherhoods was the order of the day.

It affords us pleasure to acknowledge the receipt of an invitation to the opening exercises of the 25th. Annual Convention of the Brotherhood of Locomotive Engineers to be held at the Richmond Theatre, Richmond Va. on the 17th day of October. The session promises to be an unusually interesting one and is looked forward to as one of the principle events in the history of the Order. Providence permitting we shall do ourselves the pleasure of being in attendance.

THE Cunard steamship *Eturia*, made the voyage from Queenstown to New York, a distance of 2,800 miles, in 6 days, 1 hour and 55 minutes, an average of about twenty-two statute miles per hour. There are a number of railroads in the United States where the speed of their locomotives do not show a better average of speed. The Guion line is building a ship which it is expected will make the voyage in five days, an average of something over twenty-three miles an hour.

E. ST. JOHN, Esq., general manager of the Rock Island Railroad, writes us that he hopes nothing will occur to mar the good feelings which have always existed between the Brotherhoods of Locomotive Engineers and Firemen and himself. And he may be assured that the hope is quite as lively on the part of engineers and firemen that the present pleasant relations may continue. The "twin Brotherhoods" entertain the sincerest respect for the general manager of the Rock Island Railway.

WE have on our table the argument, in pamphlet form, of Creed Hayman, Esq., General Solicitor of the Central Pacific Railroad, made to a select committee of the United States Senate, in March and April last. It is a closely printed document of 181 pages, and required three days for its reading. The argument is eminently historical. It does not matter what views men may entertain in regard to the controversy between the Government and the Central Pacific Railroad, those who read Mr. Hayman's argument will find it rich in facts and arguments well calculated to improve their understanding of many very important questions connected with the subject of building and operating railroads under difficulties.

THE latest announcement in railroad building is the proposition to build a railroad to connect Minneapolis and St. Paul with Pekin, in China and Irkutsk, in Russia by the way of Victoria B. C. and Cape Prince of Wales, Behring Strait. The only real difficulty is to build a bridge across Behring Strait a distance of thirty-five miles. This is said to be practicable, as the water is only from 120 to 150 feet deep. Such schemes look a little visionary, but wonderful things are being accomplished now-a-days.

THE Switchmen's *Journal* for July has a well-written article on the subject of "Federation." It says, "We are glad to note that those who looked on the proposition with suspicion are now gravely considering it. * * * The only thing remaining is for those whose duty it is to carry out the desires of the rank and file—the men who have made the organizations what they are by their loyalty and their contributions of hard-earned money." Manifestly, federation is growing rapidly in favor, and when established will solve many problems hitherto regarded as formidable.

THE unprovoked assault on Con Hetzler, assistant yardmaster of the Union Pacific, Thursday morning, by one of the outcasts of society known as a Pinkerton man, who has been doing intimidating duty in this city for the past three months for the Burlington, shows conclusively that Capt. Foley and his gang of thugs cannot be withdrawn from this locality too soon.—*Railway News and Reporter*.

The Pinkerton pestilence out to be abated not only in Omaha but elsewhere throughout the country where it is raging, the Pinkertons are trained professional thugs, scoundrels with diplomas, everywhere a standing menace to peace and order. The men in authority who commission them to commit violence should be as speedily as possible, relieved of power.

THE Chicago Sunday *World*, of June 17, gives an account of a terrific smash-up of a C., B. & Q. freight train, June 16, at Riverside, in which two men were killed, two injured, and property to the amount of \$20,000,000 destroyed. There was a wreck at Buda, Nebraska, on June 15, which knocked out an engine just out of the shops. Two engines at Plattsmouth, each stripped of one side had to be sent to the hospital. At Wymore, a scab engineer, wrecked a stock train, June 15, and four engines were pulled in during the week disabled. At Brookfield another engine was towed in. At Pawnee there was a collision which demolished an engine; and thus things proceed on the C. B. & Q. along all its lines. Wreck and demoralization are everywhere. The scabs get drunk and lives and property are constantly in peril.

At a meeting of Garden City Division No. 255, B. of L. E., held June 28, and at a meeting of Brotherhood Engineers and Firemen held at Denver June 16, 1888, resolutions of profound sympathy with Bro. J. J. Hannahan and his sorrowing wife were passed, on account of the death of their bright and beautiful boy, Willie. The resolutions breathe sincere condolence and are eloquent of friendship and fellowship and fraternal ties which should and do adorn and beautify Brotherhoods. In the hour of dark bereavement such tokens of love are fruitful of fruitions which defy language, and we are glad that Bro. Hannahan and his wife may realize how widely and sincerely their sorrow is shared by their friends.

To the membership of the B. of L. E. there is no truer source of satisfaction than to know that the Order stands high in the estimation of such men as S. H. H. Clark, first vice-president and general manager of the Missouri Pacific Railway Company. This gentleman, whose grasp of facts and conditions in railway affairs is widely acknowledged, in a communication of late date says: "I desire to express most heartily my appreciation of the action of the firemen upon the Missouri Pacific system during the recent disturbed conditions upon other Western railways. So far as I am advised not a word of complaint or dissatisfaction has been uttered by any member of the Firemen's Brotherhood. It affords me pleasure to acknowledge this fact, and to say if circumstances permit, shall endeavor to appreciate the spirit of respect and candor manifested by the locomotive firemen toward myself individually, and as an executive officer of the company." In a later communication Mr. Clark exhibits his appreciation of faithful employes in saying that "in order to succeed, I must have the coöperation, confidence and good-will of all the employes, as more depends upon them than upon myself for satisfactory results." In saying this, Mr. Clark states a truth that all railroad managers would do well to heed. The trains on a hundred and forty thousand miles of railroads in the United States with all their wealth of lives and property, are absolutely in the hands of employes. To have the "confidence and good will" is a security against disaster and loss of such incalculable value, that it would be difficult to overestimate it, and this Mr. Clark has grasped in all of its far reaching possibilities. Such men as Mr. Clark are as different from the managers of the C. B. & Q. as it is possible to conceive. One is large, broad, commanding, entitled to respect. The other is small, mean, contemptible, and such is the verdict of all honorable men.

A MODEL MONTHLY.

The *Locomotive Firemen's Magazine* is always welcome to our table. The last number offers a literary bill of fare from which every reader ought to make a feast. There are science, practical mechanics, professional news, fun, sentiment, temperance and fraternal greetings so nicely served up that no one need lay down the magazine unsatisfied.

To make perfection more perfect, the ladies have several well-filled pages, which breathe out the fragrance of woman's heart as her offering to the brave workers who, amid smoke and roar and peril, know no sweeter names than wife, mother, sister, sweetheart—the home angel whose presence follows the “cab” in its terrific journeys through darkness and tempest and danger.
—*Pressed Leaves.*

THE *Sunday World*, asks its readers to look at the losses sustained by the C., B. & Q., as a result of the injustice of its managers toward its tried and trusted engineers firemen and switchmen. That its losses are great is shown by the statement of the officials, as follows:

Burlington stock at this time last year 148½—present quotations 109½.

March, 1888.—Increased operating expenses \$419,422.

Decreased earnings \$3,000,000

April, 1888.—Increased operating expenses \$261,805.

Decreased earnings, \$494,055.

Decreased earnings to May 1st, \$3,494,055.

Repairs in April not included in report of operating expenses, \$150,000.

It is hard to estimate the real losses to the road growing out of the strike, for the officers cover up a good deal to blind the stockholders. The loss of patronage to other roads is immense, and it will take the Burlington years to regain it. All told, the direct losses to the road growing out of their foolhardy refusal to accord their hard-worked and expert employees decent treatment and fair wages, will foot up at least 10,000,000.

Unless there is a change of policy at a very early day, the road will never regain its business, indeed, there is no possibility in sight while the present management is at the helm.

We have on our table *Scribner's Magazine* for July containing the second article of the railway series, entitled, “Feats of Railway Engineering,” by John Bogart, State Engineer of New York. The article is pronounced a natural complement to Mr. Clarke's recent account of the building of a railway, and describes with force and picturesqueness many great achievements which have marked the development of this and other countries (to which Mr. Clarke could only generally allude), such as the Oroya railway in Peru, built among almost impenetrable mountains; the St. Gothard spiral tunnels; and the St. Louis, Lachine, Niagara, Bismarck, Forth and Britannia bridges, with a clear account of the method of laying bridge foundations

by work in a pneumatic caisson. Mr. Bogart has written these things with a full knowledge of the daring, persistency and executive ability required for their accomplishment. The illustrations, thirty-five in number, are in the very best style of the art and are aids to the reader of great value in comprehending the “Feats of Railway Engineering.” Every railroad man should make himself familiar with the entire series of *Scribner's* articles, they are worth many times the cost of the magazine, and we do our readers a favor by urging upon them to purchase the books and study the articles in question.

THE *Railway Conductor's Monthly* for July has an article captioned “Our Order,” in which it is said “Our Order does not strike.” In the course of the article the question is asked, “Which is preferable, peace or war?” That depends. Patrick Henry said “Give me liberty or give me death.” If a man has lost all sense of right, manhood and independence he will prefer peace and degradation to war, liberty and independence. He will prefer being an abject thing—a fawning, cringing, sycophant and lick-spittle. To strike is to resist wrong. The vilest worm that crawls will strike when assaulted. There are a few animated creatures in the world that won't strike. Pullets are not noted for pluck, but the game cock is a plumed knight and will strike anything of his size that wears feathers or hair. The *Conductor's Monthly* says “Our Order does not strike.” The *Conductor's Monthly* should remember that since slaves built the pyramids men have been ceaselessly striking against oppression and wrong, and the members of the O. R. C. are the beneficiaries of victories gained by strikers.

NELLIE HARLAND, a Romance of Rail and Wire, is the title of a book, written by Elmer E. Vance and published by G. W. Dillingham New York. The book is dedicated to A. D. Thurston, Grand Chief Telegrapher, and to the members of the O. R. T. and is written in a style unpretentious but interesting. The scene is laid in the far west, on the line of one of the great railway lines that winds through gorges and climbs the summits of mountains thousands of feet above the sea level, when the track, clinging to the sides of the sierras and spanning chasms, stands a triumph of mechanical skill, against the combined judgment of the engineering world when the project was first announced. The heroine of the tale, Nellie Harland, has all the virtues that adorn her sex, and all the courage of a mining camp, and though often tried, was never found wanting and fortunately, Nellie, and her faithful lover, Morton, (not Paul Morton,) were permitted to live and love and get married, for which we

are greatly obliged to the author. The reader obtains a good idea of telegraphing under difficulties and to what extent life and property on the rail, is in the custody of train dispatchers, men who are over worked and half paid. Altogether "Nellie Harland" amply repays for the time required to give it a perusal.

We notice in the July number of the *Railroad Brakemen's Journal*, a warning to the Order to watch closely for a "deadbeat" brakeman who is an exceedingly mean dog, having swindled the lodge of which he was a member and every body who placed any confidence in him, we say this much for the purpose of introducing the following quotation from the notice: "This *Journal* and the Brotherhood have driven most of the tramp brakemen out of the service, and let it be understood that they are still doing duty and are ever ready to expose the tramp and dead beat element." Such a duty performed. Such a purpose in view, we assert results not only beneficially to the Brotherhood of Brakemen, but is of incalculable value to the railroad interests of the country. If it were possible for railroad corporations to dismiss their prejudices, to think dispassionately, they would see at a glance that the Brotherhoods of Railway employes, are exerting all their power to have railway employes, honorable, upright, sober and industrious men and that it is for their highest interests to favor and foster such organizations, and that to pay such men liberal wages, rather than low wages for tramps, dead beats, swindlers the riff-raffs of the slums, is to put fortunes into their own pockets. The difference being as great as the difference in value between gold and brass.

A CONDUCTOR, member of the O. R. C., writing from Topeka for the July number of the *Conductor's Monthly*, and signing himself "H. B.," says:

"If there is any one class of railroad employes that does hard work for poor pay it is the conductors. * * * The conductors wear themselves out for a bare living. The railroad companies at present seem to be working on monopoly principles. So far as this branch of the service is concerned, it appears trying to get the greatest possible amount of work for the least possible money."

There is more of the same sort in "H. B.'s" letter showing very conclusively that the policy of Messrs. Wheaton and Daniels, don't pan out worth a cent to the rank and file of the Order, not even when conductors take the place of engineers, firemen and switchmen, and help to "scab" a road. "H. B." has evidently thought thoroughly and felt deeply. He comprehends the injustice of railroad monopolies, which seek to get the "greatest amount of work" out of their em-

ployes for the "least amount of money." But the fun of the the thing comes in at the close of "H. B.'s" communication, where he charges the policy of the of the monopoly corporations, not to "niggardliness," but to "oversight or neglect." "H. B." would apologize for the bite of a rattlesnake. He is one minute irate because of the *penurious* treatment of the conductors and then is as sweet as a honey bee, which is probably the meaning of "H. B."

A UNION meeting under the auspices of New York City Division No. 105, B. of L. E. and Just in Time Lodge No. 149, of B. of L. F., was held in the Grand Opera House, New York City, on the 24th day of June. The meeting was called to order by Levi Gibb, Chief Engineer of Division 105, B. of L. E. Representatives from 70 Divisions of B. of L. E. and 53 Lodges of B. of L. F. were present. The meeting was addressed by P. M. Arthur, Grand Chief Engineer of the B. of L. E., and F. P. Sargent, Grand Master of the B. of L. F.; S. E. Hoge, chairman of General Grievance Committee of the Burlington system for B. of L. E.; Brother Church, chairman of the Grievance Committee of the Chicago, Burlington & Northern; Bro. McGowen, Secretary of the Grievance Committee of B. of L. F. for the Burlington system, and also by Shandy Maguire, who made a few remarks.

The history of the strike on the C., B. & Q. was given and thoroughly analyzed by the speakers, especially by Grand Chief Arthur and Grand Master Sargent. On being asked the question, Grand Chief Arthur denied the report that he assisted Austin Corbin to man the Reading road with engineers at the time of the strike of the Knights of Labor; also that he did not tell the representatives of the Brakemen's and Switchmen's Union to keep away, that he would call on them if he wanted them to accomplish their end in the Burlington strike.

It was resolved that the action of Grand Chief Arthur and Grand Master Sargent be unanimously sustained in regard to the Burlington strike.

WHAT'S the matter with the conductors? There seems to be a singular misunderstanding existing between them and certain railway officials. For instance, it is stated that early in July the officers of the Chicago, Milwaukee & St. Paul Railway placed agents on the trains to take up tickets and collect fares in place of the conductors, who are left to devote their entire time to the running of trains. It is also stated that early in July thirty conductors on the Bee Line system were suddenly discharged and freight conductors promoted to fill their places. In all cases notifications were sent by mail and no reasons assigned. It looks

very much like a strike on the part of the Bee Line management. Some conductors say they are overworked and underpaid, and yet the O. R. C. is pledged, when other train men, having exhausted every resource known to amicable adjustments of disagreements, strike for reasonable hours and honest pay, to take the places of engineers, firemen, switchmen and brakemen, and aid the officials to "scab" their road. It is said that the conductors on the Bee Line who were discharged think they have been shabbily treated, and want to know the reason why they were so unceremoniously set adrift. In this they are right. We applaud their manly resentment. It would be interesting to know what Messrs. Wheaton and Daniels think of such treatment.

THE *Labor Enquirer* of Chicago in its issue of July 16, shows pretty conclusively that the unpleasantness which has existed in the ranks of the Knights of Labor for some time past has not been healed and that the fight is still on. In closing an article on the situation the *Enquirer* says:

In conclusion The *Enquirer* desired to say to Mr. Powderly, for the Provisionals, that the war will be over when the scoundrels who have prostituted the order's name and appropriated its funds to their own ends have been brought to account and that so far as he is concerned, his soft-phrased letters will fail to re-establish him with those whose support and friendship he once had, until he ceases to shield men whom he knows to be corrupt.

It cannot fail of being a source of serious regret to all men anxious to promote the interest of workingmen to see the order of Knights of Labor engaged in an internecine war. The great interest of labor demand unity and harmony, and we hope the Knights of Labor will enjoy the blessings at no distant day,

An English paper takes exceptions to the prevailing system of making "extra time" by working men. As a mere incident, the question need not excite comment. Extra time is often required but as a rule over hours of work is something worse than a mistake. Up to a certain limit work is healthful in consonance with man's physical being, but beyond that limit it is hurtful, and the greater the departure from it the more pernicious and prejudicial to man's physical and mental will being it becomes. It is held that nine hours ought to constitute a day's work "and if at the end of nine hours four or five more be added, common sense alone will suggest that the working man, as a matter of fact, is robbing himself" of energy, for the next day's toil. He has made "an over draught on his constitution," and is digging his own grave. If a man works his best for nine consecutive hours, resting one hour, he has done all that should be required, and anything more is in the nature of suicide.

DEPRAVITY AND DESPERATION.

The C., B. & Q. system of railways, once a magnificent property, the pride and boast of its owners, has been about wrecked by its managers. These short sighted officials, sought, by a policy of injustice which they pursued for years, to rob employes that they might increase the dividends of stockholders, and continue to pay themselves princely salaries.

The employes of the system, men of skill and character, who by their unflinching devotion to the interests of the system, had placed the property on a plane of high prosperity, and given it value in the estimation of capitalists, demanded, in a way at once peaceful and honorable, that their wages be placed upon a basis of simple justice.

This demand was arrogantly and indignantly denied. Expostulation was unavailing. Convincing facts were brushed aside as of no more consideration than the whistling of the idle winds. Compromise was tabooed, arbitration denied. The edict of the officials was to work and endure injustice or go. This autocratic policy, a combination of fraud and felony, an exhibition of venality and villainy, the employes, engine-men, firemen and switchmen, resolved to resist, and as a consequence, since February 27, 1888, there has been a strike on the C., B. & Q.

The readers of the *Magazine* are familiar with the strike from its inception. They are acquainted with the policy of Perkins, Stone and Morton, and the miserable brood of parasites they have called around them to defeat the just demand of men whose fidelity to trusts and responsibilities should have commanded, without the asking, the praise and appreciation of every C., B. & Q. official. It is well-known to every reader of the *Magazine*, that immediately upon the strike taking effect, the management invited to employment gangs, not only of incompetents, but men of vile character, who were at once put in charge of locomotives. Drunkards, vagabonds, scabs in character as well as in employment, creatures from the slums, discharged dead-beats, adventurers from every point of the compass were offered employment and accepted positions on the C., B. & Q. These men in the main were incompetent and characterless, and the C., B. & Q. presented to the country a spectacle of vicious obstinacy on the part of the management, and on all of its lines was equally conspicuous, incompetency, recklessness, drunkenness, and all that class of vices to be found in the haunts of idleness and vagabondage.

As a consequence wrecks and disasters followed each other in rapid succession. Locomotives were smashed, disabled and stood dead in every direction. The public took the alarm. People would not travel

over the C., B. & Q. lines except as the last resort, for death stared them in the face night and day while on its trains. Shippers also took the alarm, and in a large measure ceased to patronize the road. As a consequence, earnings fell off rapidly. The figures showed alarmingly low totals. In April about \$500,000 as compared with 1887. May, nearly \$800,000 as compared with May 1887, and while this tremendous decrease in earnings was going forward, the operating expenses of the road increased in a fearful ratio. The scabs, the dead-beats, the drunkards, the vagabonds and gutter-snipes to whom employment was given, as is always the case, proved to be vastly more expensive than honorable men, though obtained at lower figures. These losses taken together with the depreciation of the marked value of the stock, and the wreck and ruin is represented by millions.

For a time the directors and stockholders of the roads, influenced by Perkins, Stone and Morton, saw their splendid prosperity going to ruin, apparently without protest. The wreckers were able to make them believe that the strike was over, and that old-time prosperity was coming again. One falsehood made it necessary that another should be told, and the lying proceeded in arithmetical progression.

We have indulged in these reminiscences that the way might be clear to introduce facts showing the deep depravity of the management of Stone, aided by that conscienceless liar, Paul Morton. The strike never was over. The honest, unterrified engineers, firemen and switchmen, who had been displaced by scabs, believed the time would come when the owners of the great property would fully comprehend the desperate game being played by Manager Stone. He had lied to the directors and stockholders, he had lied to the public. He had never told the truth regarding the strike and the strikers believed, reasoning from cause to effect, that the owners of the C. B. & Q. property, would eventually see that not only their interest, but that justice to the men who had been defrauded, demanded the removal of Manager Stone. In this hope, the two great Brotherhoods of Engineers and Firemen, went forward in the maintenance of the strike. It had been ordered only when every resource, for pacific, honorable adjustment of the controversy had been exhausted. To continue the strike on a plane of *honorable, manly resistance* the Brotherhood poured out their money like water. The struggle, in so far as the Brotherhoods knew, was conducted upon principles, known to *their laws*, for which there could never come a blush of shame and for which there could be no necessity for an apology.

The Brotherhoods knew from the first that the C. B. & Q. management would put upon

the tracks of the men who were contending for their rights, the Pinkerton bloodhounds. They knew that detectives, spies and spotters would dog their tracks through every lane and avenue of life, as relentless as death, but they were not anxious about such things. They felt that their cause was just. It was before the world. The Brotherhood challenged the severest scrutiny. Their constitution, their laws, their oaths and obligations were as free from the *encouragement of violence, of lawless acts*, as the precepts of Christ. Such things never were, never could be discussed around the council boards of the Brotherhood, except in *criminal violation* of the letter and spirit of the obligations, imposed by the Brotherhoods.

It does not matter to Brotherhoods what wrongs railroad officials may inflict upon their employes, it does not matter that injustice deprives them of work and fair wages, it does not matter that corporations may combine to crush and degrade them, in the face of such monstrous wrongs the Brotherhoods never did propose to seek redress by violence or lawless acts. To intimate aught to the contrary is a slander as venomous as can be found in the archives of hell.

Recent developments demand of this *Magazine*, the official organ of the Brotherhood of Locomotive Firemen, plain words. We do not propose to speak hesitatingly or to use language of doubtful meaning. It is no part of our purpose to try the causes of men charged with crimes, or render a verdict in advance. We come with no mantle to obscure crime. We would sooner tear from the guilty every rag with which they seek to hide their hideousness.

For men in the clutches of the law, we demand, friend or foe, a fair trial, and verdicts based upon the truth. While we say "let no guilty man escape," we demand that no man shall be proclaimed guilty to satisfy an insatiate thirst for vengeance.

If it can be shown by irrefutable testimony that locomotive engineers or firemen have sought redress for any real or supposed wrong by the use of dynamite to destroy life or property, then we say, let the law take its course. The Brotherhood of Locomotive Firemen has no shield for such criminals. Nay, rather, the Brotherhood stands pledged by every consideration of loyalty to law, order—to all things of good report among men, to demand their punishment. Such men are not only the enemies of society, but they are traitors to the Brotherhood. Their acts, un denounced, would fix upon it an ineffaceable stain, but promptly rebuked, the Brotherhood comes forth from the flames without the smell of fire upon its garment.

There may be men, enemies of the Brotherhood, who will exclaim that the usefulness of the two great Brotherhoods of Engineers

and Firemen is forever gone. Not so—such is not the history of treason. The Son of God, in choosing only twelve had a Judas Iscariot, and a Washington, in his struggle for liberty and independence had a Benedict Arnold, but Judas did not arrest the march of Christianity, nor did an Arnold prevent Washington's final triumph. Nor can one or a dozen, nor a hundred, bad, misguided men, members of the two great Brotherhoods, disband them or arrest their onward and upward march.

What of the Brotherhoods? As we write they pass in review before us. We read their constitutions, the obligations of the membership. We contemplate their work, and they grow steadily in grandeur. It has been their aim and ambition to initiate only honorable men, industrious, sober, upright men. Examine the records and it will be found that so far as human wisdom could avail, that wrong-doers have been expelled. Never, it is so recorded in heaven and on earth, have the two great Brotherhoods tolerated for an instant, even the intimation of violence, peril to life or property, as a means of redress for wrongs, inflicted by railroad officials.

In closing this article we do not deem it necessary to call names. The wires have flashed them to every nook and corner of the country. They are familiar to every locomotive fireman and engineer in the land. Among those implicated are men whose guilt is heralded as a fixed fact, whom we deemed totally incapable of crime, and such we surmise was the universal opinion of those who knew them. From the web of testimony which now seems to hopelessly entangle them all hope—though seemingly it is hope against hope—that they may come forth acquitted of the crushing charges arrayed against them. If not in the name of the Brotherhood, let them pay the penalties the law imposes.

It may be said that the Brotherhoods of Engineers and of Firemen are on trial. If it were a fact, and in a sense we do not care to dispute it, we are ready for the ordeal. There may be malicious idiots who would convict an army because cowards and traitors had crawled into it. There may be some so hostile to religion that they would denounce the church because of the hypocrisy of individual members, just as there are men who denounce the wisdom of the Creator because He made snakes, and with equal propriety may cranks denounce the Brotherhoods because in their 50,000 members are found a score or less, who, in violation of its laws and teachings, seek redress for wrongs inflicted, by a resort to criminal methods. But the Brotherhoods, made up of law-abiding men, citizens who have the welfare of society at heart, as certainly as the ermine judge upon the bench, or the

sworn jury in the box, demanding only a fair trial, say, "let the law take its course," and thus, instead of being weakened in public esteem, the Brotherhoods having passed the ordeal stand forth redeemed from censure.

We notice in the columns of the *Railway News-Reporter*, a series of resolutions passed by the Wasatch division of the O. R. C., in which strong grounds are taken against the action of the Grand Chief Conductor, for his indorsement of a circular issued by members of the Order, in the interest of the C. B. & Q. Among other things the resolutions declare in favor of removing the Grand Chief Conductor from office, as follows:

We deny that the Order is composed of men who hold these views, and while we are ready and willing to live strictly up to the provisions of our obligations and to perform any duty that can reasonably be expected of us, we are not ready to "run engines, fire engines and perform police duties" simply to court favor with a few railroad officials who are engaged in a struggle with other labor organizations in which we have no part. And we believe any member who issues or endorses any such circular is guilty of violating his obligation. We believe that the action in endorsing this circular has caused a feeling of dissatisfaction and indignation which must result in the withdrawal of a large portion of the members of the Order, which can only be avoided by you, the Executive Committee, removing him from office, or his voluntary resignation, and we do hereby call upon you to request his resignation. Failing the tender of his resignation we call upon you to remove him from office.

We have from the first felt confident that the membership of the O. R. C. would not endorse the policy of its Grand Officers, and the action of Wasatch Division, No. 124, O. R. C. demonstrates that our estimate of the Order was correct.

The National Car and Locomotive Builder supplies data relating to the origin of the locomotive cab. There is a deal of uncertainty about the matter, and yet, as there must be a large number of men still living possessing information upon the subject, the origin of the cab ought to be rescued from "endless uncertainty." At first it seems to have been the theory that to protect engineers and firemen from summer's heat and winter's cold would "enervate" them and not until "ten years after the first American railroad was opened for traffic," were appliances introduced to shelter enginemen and so slowly did the important matter progress that "as late as 1847, Seller's steep-grade locomotive was illustrated with nothing more than the boiler-head to shelter the engineman." *The Car and Locomotive Builder* addressed a letter to Mr. A. B. Underhill, superintendent of motive power of the Boston & Albany railroad company, asking for information upon the subject, to which that gentleman replied as follows:

"I have been seeking the information you ask about locomotive cabs. One of our old men says

the first cab he remembers was on engine 'Tartar' and consisted of corner posts covered with canvas. The work was done by Engineer Ellis. By the way, we have his son and grandson, both engineers on this road to day. This was done in the winter of 1838-1839. An old conductor says we had engines with and without cabs in the year 1840, but he cannot remember the first application. There are a number of our old men who remember engines without cabs, but cannot fix the dates."

It may be that some of the readers of the *Magazine* can furnish information, if so we shall be glad to hear from them.

The *Railway News-Reporter*, published at Omaha, prints in its issue of June 16, a number of items and illustrations, showing the remarkable amount of "smoothness" which distinguishes the operations of the C. B. & Q. For the information of the readers of the *Magazine*, we condense a few items of "smoothness. June 3, at Denver, a scab engineer in charge of a switching engine, smashed ten cars and wrecked his engine by running into a U. P. train. At Woodburn, June 4, a scab engineer ditched his engine and train. At Mendota, June 5, a C. B. & Q. fast mail engine collided with another engine, wrecking both machines. At Pacific Junction, on June 5, an engine ran through the switch and piled itself upon some ties. The facts show that demoralization is all along the lines of the "Q." Drunken scabs are wrecking the stock everywhere. At Aurora, a scab engineer wrecked eight or ten cars and injured the scab fireman. About the same time a Dubuque train, in charge of a scab engineer, was disabled at South Aurora. Engineers who could not pass examination, and others discharged for drunkenness, are hired by the management, as also, men who have been inmates of insane asylums. Such a record of disaster and demoralization was never known on any road in the United States or any other country. The travelling public, painfully aware of the condition of things on the C. B. & Q., avoid its trains, and the property, once among the most valuable in the country, is rapidly declining and will soon be worthless.

AMONG THE DANCERS.

The sixth annual social of Just in Time Lodge No. 149, was a delightful affair and added new lustre to the reputation of the Lodge. We reproduce from the *New York World* the following report:

Seldom, if ever, in the history of the Empire City Colosseum has that favorite resort of picknickers been visited by a larger and more family-like gathering than that which assembled there last evening. Every nook and corner was filled with smiling damsels and their escorts, and the dancing pavilion presented a pretty spectacle as the couples gracefully glided through the mazes of the waltz. The occasion was the sixth annual summer re-union of Just in Time Lodge, No. 149, Brotherhood of Locomotive Firemen.

It was not until 9 o'clock that the members and their friends commenced to arrive, and the

orchestra, under the direction of Prof. Felix McAuliff, struck up the music for the grand march. Then floor manager, James J. Brady, with pretty Helen Collins resting on his arm, stepped upon the floor and the festivities began.

To give the names of all those who were present would take up several columns of the *Evening World*.

The following were noticed by the reporter.

Mr. and Mrs. George Ford, Frank Donigan, Alice Saridge, Mr. and Mrs. Robert T. Roscoe, Mr. and Mrs. George W. Woods, Mr. and Mrs. W. Rockby, Mr. and Mrs. John Peterson, H. Hawley Mary Murry, Mr. and Mrs. Samuel Loasby, Mr. and Mrs. Wm. Saridge, Mr. and Mrs. Charles Hall, Wm. Williamson, Katie McDermont, Mrs. J. H. Caulk, Lena Bender, Mr. and Mrs. Freeman, Mr. and Mrs. Van Zandt, Mr. and Mrs. George Pell, Adolph Young and sister, George Davis, Jennie Pierce, Helen Spring, P. Switzer, Agnes Lewis, Samuel Tucker and daughter, Mr. and Mrs. Walters, Eddy Jenkins, Ella Finn, John Cleary, Mamie Mack, Lawrence McCann, Annie O'Brien, Mr. and James Kaughan, Joseph Kelly, Annie Byrnes, Gus Hoffman, Annie Daley, John Ferris, Mary Freeman, Mr. and Mrs. Trueman, John Burns, Mary Mey, F. P. Fort, Katie McDonough, Maggie McDonough, George Squires, Josie Blueher, Mr. and Mrs. Roxy, Aggie Wilson, M. McMonigal, Annie Reynolds, Harry Stewart, Wm. J. Morgan, Mrs. Kerns, Edward Kraft, Katie Murphy, Jas. Sparks, Wm. Mahon, George Allston, George Dutel, S. E. Weber, B. B. Smith, George Balken, G. C. Layton, John Higgins, C. Doran, Frank Shine, P. P. McCafferty, Mary and Ella Saridge, Wm. Stan, M. C. Doxter, W. Kenny, Wm. Connel, John Davis, W. Wilson, Wm. McDonald, Laura Saridge and Fred Mercer.

The officers were: James J. Brady, Floor Manager; J. M. Hart, Assistant Floor Manager; John Peterson, Chairman Reception Committee; Charles Bowdrick, Chairman Committee of Arrangements.

Our thanks are due to Mr. Wm. Ball, of Salina, Kan., who has contributed so liberally to the support of our C. B. & Q. brethren from the beginning of the strike. The latest contribution is \$20, which makes \$37 we have received from Mr. Ball, through Bro. John H. Mills, of Border Lodge No. 32. Mr. Ball is a fireman but not a member of our Order. He has been in active sympathy with us in all our trials and deserves the cordial recognition of every member of the Order. We hope to have the pleasure of welcoming Mr. Ball to our ranks at an early day.

Resolutions.

ST. JOSEPH, Mo., April 6, 1888.

At a regular meeting of St. Joseph Lodge No. 43, B. of L. F., the following resolutions were unanimously adopted:

Resolved, That the sincere thanks of this Lodge is tendered to Mrs. W. E. Sullivan and the Misses Steffens for the beautiful banner presented this Lodge "In Memory of 1888."

Resolved, That a copy of these resolutions be forwarded to the *Firemen's Magazine* for publication and a copy to the above named ladies.

J. H. CARTER,
L. J. MOONEY, } Committee.
J. W. BLAIR, }

ELDON, Ia., April 5, 1888.

At a regular meeting held by Protection Lodge No. 137, the following resolutions were unanimously adopted:

WHEREAS, The members of this Lodge are called upon for the first time to drape their character in mourning, it having been the will of Al-

mighty God to remove from our midst our most worthy and beloved brother, Millard Foster, who was killed by an engine falling through a bridge February 19, 1888, and

WHEREAS, Protection Lodge has lost a good member, the Brotherhood an earnest worker, his relatives a young man that they might well feel proud of, therefore, be it

Resolved, That in the death of Brother Millard Foster, this Lodge has lost one of its promising members, and the community in which he lived an equally promising citizen.

Resolved, That as a tribute of respect to the memory of our deceased brother we drape our charter in mourning for the space of thirty days; that these resolutions be spread upon the minutes of the Lodge, a copy sent to the family of the deceased, and a copy to the *Eldon Review* and the *Firemen's Magazine* for publication.

GEO. W. TROTT,
A. SHUNTERMAN, } *Committee*.
JOHN W. BROWN, }

BUFFALO, N. Y., June 12, 1888.

At a regular meeting of Buffalo Lodge, No. 12, Brotherhood of Locomotive Firemen, held in the lodge room at 184 Seneca street, Buffalo, N. Y., it was the unanimous vote that the following resolutions be forwarded to each Lodge on the "Q." system of railroads, to the Grand Officers of the B. of L. F., and to the *Chicago World* and *Times* to be published therein.

WHEREAS, The brothers of the "Q." system have shown themselves to have been good and loyal soldiers in this, their great battle for their rights, and to maintain principles of our noble order, therefore be it

Resolved, That Buffalo Lodge, No. 12, extend our hearty congratulations to each and every brother on the "Q." system, and guarantee to pay to them \$500 each and every month until the strike is ended.

WM. J. BRUMAN, } *Committee*.
W. J. MINER, }
J. J. KNAUFF, }

HEADQUARTERS OF THE STRIKING ENGINEERS, }
FIREMEN AND SWITCHMEN, }
CHICAGO, ILL., May, 5, 1888. }

At a regular meeting of the striking engineers, firemen and switchmen, the following resolutions were unanimously adopted:

WHEREAS, Our Brother, Herbert B. Newell, was killed on the evening of April 23, 1888, at the hands of the scoundrel Hedberg, who was employed as "scab" fireman on the C., B. & Q. R. R.; therefore be it

Resolved, That we bow in humble submission to God's will, yet, we cannot but mourn our Brother's untimely death, stricken down in the prime of life, by an assassin's hand.

Resolved, That we, as a body, condemn the action of the authorities of the City of Galesburg, in permitting the drunken vagabonds at present employed on the C., B. & Q. R. R. to carry concealed weapons, with instructions to use them, thereby endangering the lives of peaceable citizens.

Resolved, That in the death of Bro. Newell, the Brotherhood has lost a most worthy member, we, his Brothers, a staunch friend, his wife and children a kind and loving husband and father, the City of Galesburg a peaceable and law-abiding citizen.

Resolved, That we deeply sympathize with his wife, children, brothers and sisters, for while they mourn the death of one very dear to them, we also mourn for him as a noble brother.

Resolved, That as a testimonial of respect for the memory of our deceased Brother, our charter be draped in mourning for the space of thirty days, and that these resolutions be inserted in the *Locomotive Engineer's Journal*, *Locomotive Firemen's Magazine* and the *Switchmen's Journal*, and that a copy of the same be sent to his bereaved widow.

THOS. O'SHEA, } *Committee*.
OSCAR MEADE, }
MARTIN FLAHERTY, }

CLINTON, IOWA, June 17, 1888.

To the Officers and Members of Clinton Lodge, No. 34, B. of L. F.:

We hereby prefer charges against our Worthy Master, John A. Lake, for "malicious conduct," be did on June 14, 1888, with his mind rational, with full knowledge and aforethought, with wilful and malicious intent, and a full realization of what he was doing. Knowing the great responsibility he was taking upon himself, also the realization that Clinton Lodge was losing one of its true and trusted young men from its ranks, walk up to the Captain's office at the Court House and say: "License please for me, John A. Lake to Miss Lucy G. Stetson, to marry we are inclined." Bad boy! he falls in the same rut that his father did—get married.

We desire, if this is agreeable to the wishes of this Lodge, to have a committee of three appointed by the Master to investigate the charges of "malicious conduct," and if the charges are sustained to instruct said committee to extend to our Worthy Master, this Lodge's most earnest, heartfelt and sincere congratulations to Bro. Lake and his estimable wife, with a life-long happiness and prosperity.

Respectfully submitted,
J. M. WHEELER.
GEO. F. SMITH.

We the committee appointed by our Master, pro tem, F. A. Kinch, most respectfully report that after hearing all the evidence available, it is to the best of our judgment that Bro. John A. Lake, did on June 14, 1888, commit the "malicious deed" of taking unto himself a wife, and going out of the bachelors' ranks, and we, therefore, respectfully present to you the following resolutions, viz:

Resolved, That Clinton Lodge, No. 34, B. of L. F., extend to Bro. John A. Lake and his estimable wife, the Lodge's most earnest, heartfelt and sincere congratulations, with a lifelong happiness and prosperity, and be it further

Resolved, That these charges and this the committee's report be published in the *Lyons Advertiser* and our *Magazine*.

Respectfully submitted,
C. A. DAWSON, } *Committee*.
GEO. F. SMITH, }
J. M. WHEELER, }

CRESTON, IOWA, April 30, 1888.

At a regular meeting, held at their hall, the officers and members of Advance Lodge, No. 101, unanimously adopted the following preamble and resolutions:

WHEREAS, It has pleased the Supreme Ruler of the Universe to remove from our midst our most worthy brother, Robert H. Scott, and

WHEREAS, By the untimely death of our brother the B. of L. F. loses an earnest supporter of its principles, his wife an affectionate husband and his employers an honorable and faithful servant, therefore be it

Resolved, That we sincerely mourn his untimely death and deeply deplore the sad fate that has deprived us of the companionship of a noble-hearted brother. We are consoled by the thought that our loss is his gain and that he is now enjoying the reward of the just and good. And be it further

Resolved, That we tender the members of the bereaved family, and especially the heart-stricken wife, our most sincere and heartfelt sympathy, knowing well how inadequate our words are to lessen the desolation of her heart and earnestly wish it were in our power to soften the grief and anguish of the bereaved ones. And be it further

Resolved, That we drape our charter in mourning for the space of thirty days and that these resolutions be placed on the minutes of our Lodge, a copy sent to the family of the departed brother and also sent to the editor of our *Magazine* for publication.

J. W. CROUCH, } *Committee*.
D. O. CALDWELL, }
A. C. McDUFFIE, }

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

AUGUST, 1888.



**OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., August 1, 1888.**

Assessment Notice for August.

ASSESSMENTS NOS. 23 AND 24, \$2.00.

To Subordinate Lodges.

DEAR SIRS AND BROTHERS: You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 240. George S. Blood, of Boston Lodge, No. 57, died of Consumption, October 30, 1887.

CLAIM No. 241. Martin Olsen, of Superior Lodge, No. 225, was killed in a Collision, January 4, 1888.

CLAIM No. 242. S. A. J. Gilbert, of Great Southern Lodge, No. 200, was killed in a Collision, March 15, 1888.

CLAIM No. 243. L. Lambert, of F. W. Arnold Lodge, No. 44, died of Consumption, April 23, 1888.

CLAIM No. 244. C. B. Cullen, of Orange Grove Lodge, No. 97, died of Typhoid Fever, May 23, 1888.

CLAIM No. 245. C. W. Fowler, of Fairmount Lodge, No. 383, died from the effects of Scald received from the bursting of deflector bar of his engine, May 24, 1888.

CLAIM No. 246. D. J. Flaherty, of Triumphant Lodge, No. 47, died of Consumption, June 3, 1888.

CLAIM No. 247. C. H. Pierce, of Gilbert Lodge, No. 240, died of Cancer of Stomach, June 4, 1888.

CLAIM No. 248. Chas. C. Brooks, of Black Hills Lodge, No. 86, was killed in a Collision, June 5, 1888.

CLAIM No. 249. Frank H. Pierce, of Troy City Lodge, No. 315, was killed by falling from his Engine, June 21, 1888.

CLAIM No. 250. J. D. Early, of Vigo Lodge, No. 16, was killed by Railroad Accident, June 22, 1888.

CLAIM No. 251. John McMullen, of Banner Lodge, No. 58, was declared totally disabled from injury to spine, June 23, 1888.

CLAIM No. 252. John Vrooman, of 18-K Lodge, No. 210, was declared totally disabled from Spinal Disease, July 2, 1888.

CLAIM No. 253. Wm. C. Greene, of Boston Lodge, No. 57, was declared totally disabled from injury to spine, July 2, 1888.

CLAIM No. 254. John N. Braly, of Rocky Mountain Lodge, No. 77, was killed by Railroad Accident, July 8, 1888.

CLAIM No. 255. Asa Gruver, of Lehigh Lodge, No. 251, was declared totally disabled from Organic Insanity, July 13, 1888.

Two assessments amounting to TWO DOLLARS, are levied for the payment of the above claims as follows:

Assessment No. 23 is levied on Claim No. 249, and all members who were admitted on or before June 21st, 1888, are liable therefor.

Assessment No. 24 is levied on Claim No. 255, and all members who were admitted on or before July 13th, 1888, are liable therefor.

You are required to pay the above assessments to the Collector of your Lodge on or before August 25th, 1888, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

**OFFICE OF THE GRAND LODGE, }
TERRE HAUTE, IND., August 1, 1888. }**

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—Your attention is called to the following special notices:

TO SECRETARIES.

General Circular No. 3, enclosing blank forms for annual reports, has been forwarded to each Lodge.

DELEGATES.

Secretaries will notify the Grand Lodge promptly of the election of the delegate to the coming convention, giving his name and full postoffice address. No arrangements for transportation will be made for delegates whose names are not reported to us on or before August 10th. Blank credentials and circulars of instruction will be sent out in due time.

SPECIAL ASSESSMENTS.

All members who have not paid their special assessments in full (to and including No. 14) on or before July 25th, stand expelled for non-payment from and after July 26th and will be so reported by the Secretary of each Lodge to the Grand Lodge. This is the law of the Order and the Grand Lodge has no authority to grant an extension of time for the payment of assessments under any circumstances.

BILLS AND ACCOUNTS.

Each Lodge is required by law to pay up in full all its bills and accounts with the Grand Lodge (except current year's *Magazine*) on or before July 31st of each year. No Lodge will be allowed

representation unless clear of all charges on the Grand Lodge books. A statement has been forwarded to each Lodge and prompt returns must be made in conformity with the law.

RECEIPTS.

A member to be in good standing to date must hold a receipt for his *Grand Dues* for the year ending July 31st, 1889; also for *Subordinate Dues* for the quarter ending October 31st, 1888; also for *Assessments Nos. 21 and 22* (for July); also for *Special Assessments* to and including No. 14. Any member not holding these receipts stands suspended from all the benefits of the Order, and can only be reinstated by a vote of his Lodge. Examine your receipts and see that you have them correct.

TO RECEIVERS.

Receivers in remitting money for the *Magazine*, should *invariably* specify in their statements to what *volume* the money is to be credited. Without this specification confusion is inevitable.

Receivers frequently send money by express without any instructions as to how it shall be applied. This is a serious oversight and is fruitful of great annoyance. No remittance should be made by Receivers for any purpose except when they make their regular monthly returns, and the remittance *should be invariably* accompanied by the regular monthly statement, as provided by law.

Receivers sending money, paper and coin to the Grand Lodge, sometimes make mistakes regarding the amount, the money being less than the statement calls for. It is unnecessary to say that such things are embarrassing, and to avoid such errors in future, Receivers who remit by express, should send their money by express *ORDER*. An *express order* can be purchased at any express office, it is more convenient to all parties, and in case of error, the order will show for itself and there can be no misunderstanding. Let all moneys to be sent hereafter be made by express order, instead of sending the paper and coin.

TO COLLECTORS.

In collecting the double assessments (Nos. 23 and 24) issued for August, you will not issue a receipt to a member unless he pays *both* assessments. You can not accept payment unless the full amount (\$2.00) is paid, and then you will issue one receipt for both assessments.

In preparing your statements, to deliver to the Receiver, remember that separate statements must be made for each assessment, viz: two statements for No. 23, and two for No. 24. You will receive four blank statements from the Grand Lodge for that purpose. Each assessment must be credited on the statements the same as you have heretofore credited single assessments, by placing a figure (1) one in the "current assessment" column opposite the names of those who have paid. In no case can both assessments be credited on the same statement as the law requires separate returns to be made for each assessment that is levied. You will deliver your statements and returns for *both* assessments to your Receiver on the 25th day of the month as usual.

In collecting *Grand Dues* you will not accept less than the full amount (\$1.50) from each member. You will then issue a receipt "for *Grand Dues* for the year ending July 31st, 1889." In making your returns to the Receiver *use the Grand Dues statements* specially forwarded for that purpose, and no other.

Yours fraternally,

F. P. SARGENT, G. M.

E. V. DEBS, G. S. and T.

Unknown Addresses.

E. COLEMAN, a member of Susquehanna Lodge, No. 71, is requested to correspond with his Lodge at once.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., July 1, 1888.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending June 30, 1888:

RECEIPTS.

Lodge No.	Back Assess'm't.	Assess'm't No. 19.	TOTAL.	Lodge No.	Back Assess'm't.	Assess'm't No. 19.	TOTAL.
1	\$1 00	\$75 00	\$76 00	71	\$1 00	\$62 00	\$63 00
2		20 00	20 00	72			
3	11 00	138 00	149 00	73		51 00	51 00
4		68 00	68 00	74		24 00	24 00
5	2 00	87 00	89 00	75	9 00	99 00	108 00
6		63 00	63 00	76	3 00	40 00	43 00
7		36 00	36 00	77		101 00	101 00
8	19 00	57 00	76 00	78	6 00	46 00	52 00
9	3 00	94 00	97 00	79		41 00	41 00
10		62 00	62 00	80		91 00	91 00
11		105 00	105 00	81	78 00		78 00
12	11 00	203 00	214 00	82	2 00	90 00	92 00
13		98 00	98 00	83		46 00	46 00
14	3 00	144 00	147 00	84	2 00	69 00	71 00
15		43 00	43 00	85		49 00	49 00
16		131 00	131 00	86	4 00	51 00	55 00
17	2 00	18 00	20 00	87		12 00	12 00
18	4 00	49 00	53 00	88	3 00	45 00	48 00
19	45 00		45 00	89			
20		30 00	30 00	90	37 00	34 00	71 00
21	8 00	59 00	67 00	91	3 00		3 00
22	6 00	19 00	25 00	92		20 00	20 00
23	1 00	45 00	46 00	93	4 00	75 00	79 00
24		36 00	36 00	94	41 00	33 00	74 00
25	14 00	49 00	63 00	95		108 00	108 00
26	2 00	70 00	72 00	96	3 00	40 00	43 00
27		85 00	85 00	97			
28	4 00	64 00	68 00	98		35 00	35 00
29		30 00	30 00	99	2 00	84 00	86 00
30		13 00	13 00	100		34 00	34 00
31		42 00	42 00	101			
32		23 00	23 00	102	1 00	27 00	28 00
33		54 00	54 00	103	7 00	101 00	108 00
34				104	1 00	21 00	22 00
35				105	3 00	134 00	137 00
36	17 00	45 00	62 00	106		25 00	25 00
37		28 00	28 00	107	1 00	93 00	94 00
38	1 00	66 00	67 00	108		22 00	22 00
39	2 00	32 00	34 00	109		58 00	58 00
40	3 00	63 00	66 00	110			
41		24 00	24 00	111		63 00	63 00
42		28 00	28 00	112	1 00	32 00	33 00
43		73 00	73 00	113			
44	1 00	70 00	71 00	114		21 00	21 00
45	17 00	60 00	77 00	115		27 00	27 00
46	9 00	45 00	54 00	116		54 00	54 00
47				117		51 00	51 00
48		67 00	67 00	118		25 00	25 00
49		42 00	42 00	119			
50	25 00	100 00	125 00	120	2 00	78 00	80 00
51	1 00	49 00	50 00	121		56 00	56 00
52		86 00	86 00	122		47 00	47 00
53		18 00	18 00	123	1 00	60 00	61 00
54	4 00	91 00	95 00	124		30 00	30 00
55	1 00	23 00	24 00	125	13 00	48 00	61 00
56	2 00	18 00	20 00	126		28 00	28 00
57	3 00	215 00	218 00	127		52 00	52 00
58	9 00	7 00	16 00	128		20 00	20 00
59	10 00	56 00	66 00	129			
60		58 00	58 00	130		82 00	82 00
61	7 00	58 00	65 00	131	8 00	48 00	56 00
62	2 00	57 00	59 00	132	4 00	30 00	34 00
63		41 00	41 00	133	6 00	27 00	33 00
64		15 00	15 00	134		32 00	32 00
65	51 00		51 00	135	3 00		3 00
66	3 00	57 00	60 00	136		22 00	22 00
67	7 00	101 00	108 00	137		30 00	30 00
68	2 00	53 00	55 00	138	8 00	33 00	41 00
69		40 00	40 00	139		31 00	31 00
70		27 00	27 00	140	1 00	52 00	53 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Asses'm'ts.	Asses'm't No. 19.	TOTAL	Lodge Nos.	Back Asses'm'ts.	Asses'm't No. 19.	TOTAL
141	\$8 00	\$91 00	\$97 00	221	\$35 00	\$35 00	
142	5 00	86 00	91 00	222	\$8 00	22 00	30 00
143		22 00	22 00	223			
144				224	4 00	32 00	36 00
145		36 00	36 00	225			
146				226		29 00	29 00
147		48 00	48 00	227	1 00	22 00	23 00
148		28 00	28 00	228		119 00	119 00
149		208 00	208 00	229		28 00	28 00
150		53 00	53 00	230		60 00	60 00
151		58 00	58 00	231	4 00	4 00	
152		37 00	37 00	232	5 00	15 00	20 00
153				233	1 00	29 00	30 00
154		27 00	27 00	234			
155				235	1 00	39 00	40 00
156	4 00	40 00	44 00	236			
157	3 00	17 00	20 00	237	3 00	50 00	62 00
158	3 00	60 00	72 00	238			
159	33 00	18 00	51 00	239		34 00	34 00
160		41 00	41 00	240		83 00	83 00
161	1 00	33 00	34 00	241		11 00	11 00
162		96 00	96 00	242		72 00	72 00
163	11 00	18 00	29 00	243		14 00	14 00
164	1 00	39 00	40 00	244	13 00	90 00	103 00
165	1 00	42 00	43 00	245		35 00	35 00
166				246	40 00	30 00	70 00
167	6 00	34 00	40 00	247	4 00	20 00	24 00
168		84 00	84 00	248	2 00	34 00	36 00
169		124 00	124 00	249		15 00	15 00
170				250	3 00	78 00	81 00
171		22 00	22 00	251		46 00	46 00
172	1 00	46 00	47 00	252	1 00	80 00	81 00
173				253		35 00	35 00
174	2 00	127 00	129 00	254	23 00	38 00	61 00
175		29 00	29 00	255	1 00	50 00	51 00
176		14 00	14 00	256			
177		44 00	44 00	257	4 00	29 00	33 00
178	3 00	50 00	53 00	258		23 00	23 00
179	12 00	43 00	55 00	259			
180	9 00	5 00	14 00	260	3 00	19 00	22 00
181		21 00	21 00	261	15 00	16 00	31 00
182	5 00	33 00	38 00	262		32 00	32 00
183		32 00	32 00	263		29 00	29 00
184	1 00	17 00	18 00	264	9 00	46 00	55 00
185		14 00	14 00	265	3 00	61 00	64 00
186	11 00	62 00	73 00	266	2 00	43 00	45 00
187				267		34 00	34 00
188	3 00	76 00	79 00	268		6 00	6 00
189	3 00	32 00	35 00	269	3 00	37 00	40 00
190	8 00	20 00	28 00	270	2 00	67 00	69 00
191		19 00	19 00	271		20 00	20 00
192	21 00		21 00	272		29 00	29 00
193		19 00	19 00	273		38 00	38 00
194	1 00		1 00	274	30 00		30 00
195	2 00	34 00	36 00	275			
196	3 00	14 00	17 00	276		11 00	11 00
197	5 00	43 00	48 00	277		8 00	8 00
198	21 00	15 00	36 00	278			
199		25 00	25 00	279		7 00	7 00
200	12 00	15 00	27 00	280	6 00	26 00	32 00
201		35 00	35 00	281		30 00	30 00
202	1 00	42 00	43 00	282	2 00	13 00	15 00
203		47 00	47 00	283		39 00	39 00
204	6 00	6 00	12 00	284		81 00	81 00
205	6 00	43 00	49 00	285	2 00	43 00	45 00
206				286			
207		60 00	60 00	287		80 00	80 00
208		46 00	46 00	288		17 00	17 00
209	2 00	22 00	24 00	289	4 00	8 00	12 00
210	2 00	44 00	46 00	290	16 00		16 00
211		51 00	51 00	291	8 00	42 00	50 00
212		23 00	23 00	292	28 00	23 00	51 00
213		17 00	17 00	293	3 00	13 00	16 00
214		37 00	37 00	294		23 00	23 00
215	35 00	52 00	87 00	295	22 00	20 00	42 00
216		46 00	46 00	296	1 00	22 00	23 00
217		30 00	30 00	297	7 00	13 00	20 00
218	2 00	11 00	13 00	298	2 00	12 00	14 00
219	6 00	41 00	47 00	299	1 00	33 00	34 00
220	1 00	41 00	42 00	300	5 00	43 00	48 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Asses'm'ts.	Asses'm't No. 19.	TOTAL	Lodge Nos.	Back Asses'm'ts.	Asses'm't No. 19.	TOTAL
301		\$26 00	\$26 00	342			
302		20 00	20 00	343			
303		24 00	24 00	344		\$10 00	\$10 00
304	\$1 00	29 00	30 00	345	\$10 00	12 00	22 00
305		12 00	12 00	346		13 00	13 00
306		55 00	55 00	347		12 00	12 00
307		28 00	28 00	348		16 00	16 00
308	23 00	23 00	46 00	349	1 00	33 00	34 00
309	8 00	34 00	42 00	350		22 00	22 00
310	1 00	29 00	30 00	351		11 00	11 00
311		24 00	24 00	352	1 00	33 00	34 00
312		29 00	29 00	353		26 00	26 00
313		33 00	33 00	354		60 00	60 00
314				355	6 00	15 00	21 00
315		47 00	47 00	356		27 00	27 00
316	1 00	29 00	30 00	357	1 00	47 00	48 00
317		58 00	58 00	358		10 00	10 00
318				359		18 00	18 00
319				360		26 00	26 00
320		32 00	32 00	361			
321	14 00	14 00	28 00	362		19 00	19 00
322		28 00	28 00	363		30 00	30 00
323	2 00	28 00	30 00	364		19 00	19 00
324		5 00	5 00	365		28 00	28 00
325		15 00	15 00	366		8 00	8 00
326	3 00	31 00	34 00	367			
327		25 00	25 00	368	4 00	16 00	20 00
328		34 00	34 00	369	1 00	19 00	20 00
329		16 00	16 00	370		8 00	8 00
330	5 00	11 00	16 00	371		15 00	15 00
331		31 00	31 00	372		13 00	13 00
332		13 00	13 00	373	35 00		35 00
333		74 00	74 00	374	7 00	8 00	15 00
334	3 00	11 00	14 00	375		15 00	15 00
335	3 00	22 00	25 00	376		25 00	25 00
336		5 00	5 00	377	4 00	20 00	24 00
337		50 00	50 00	378		17 00	17 00
338		17 00	17 00	379	2 00	22 00	24 00
339		26 00	26 00	380			
340		19 00	19 00	381			
341		20 00	20 00	382			

Balance on hand June 1 \$12,735 00
 Received during month 15,095 00

Total \$27,830 00
 By Claims 210, 211, 212, 213, 214, 215, 216, 217,
 218 and 219 15,000 00

Balance on hand July 1 \$12,830 00
 Respectfully submitted,
 EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT Grand Master
 Terre Haute, Indiana.
 J. J. HANNAHAN Vice Grand Master
 Box 655, Englewood, Ill.
 E. V. DEBS Grand Secretary and Treasurer
 Terre Haute, Indiana.
 E. V. DEBS Editor and Manager of Magazine
 Terre Haute, Indiana.
 BOARD OF GRAND TRUSTEES.
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 W. H. McDONNELL 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. **DEER PARK**; Port Jervis, N. Y.
Meets in Union Hall at 2 P. M. every Sunday.
Geo. E. Carner Master
Wm. Uhlman Secretary
Wm. Van Dine Collector
Chas. E. Barkman, Box 26 Receiver
S. H. Ferguson, Box 386 Magazine Agent
2. **HAND IN HAND**; Providence, R. I.
Meets 2d Monday of each month, at 8:30 P. M., in
Engineers' Hall.
C. Anthony Taft, 326 Chalkstone ave Master
Jas. W. Healy, 68 Lippitt St Secretary
Willis A. Aldrich, 271 Smith St Collector
J. W. Williams, 25 Kilton st., Taunton,
Mass., Receiver
Chas. E. Harmon, East Providence, R. I.
Magazine Agent
3. **ADOPTED DAUGHTER**; Jersey City, N. J.
Meets 2d and 4th Sundays in bank building, Cor.
Washington and Plymouth Sts.
Jos. Capner, Jr., 243 Second St Master
E. P. Hutton, 178 Fourth St Secretary
J. B. Sweet, 147 Academy St Collector
C. E. Benter, 1060 Herkimer St., Brook-
lyn, New York Receiver
S. Simpson, 572 Jersey Ave Magazine Agent
4. **GREAT EASTERN**; Portland, Maine.
Meets in B. of L. E. Hall, 1st and 3d Sundays.
W. P. F. Carroll, 89 Summer St Master
O. D. Getchell, 11 Brattle St Secretary
A. E. Nelson, 23 Merrill St Collector
F. A. Huff, 47 Hanover St Receiver
F. E. Fottle, 72 Waterville at Mag. Agent
5. **CHARITY**; St. Thomas, Ontario.
Meets in Engineer's Hall every Tuesday at 2
P. M.
Thos. Quirk, Box 1273 Master
A. S. Adams, Box 1273 Secretary
L. D. Norton, Box 1273 Collector
Frank Turrill, Box 1273 Receiver
Wm. Deyell, Box 1273 Magazine Agent
6. **PRIDE OF THE WEST**; De Soto, Mo.
Meets 1st and 3d Mondays at 1 P. M.
R. H. Lanham, Box 403 Master
F. J. Parker, Box 431 Secretary
Fred Gratiot Collector
John W. Moore, Box 189 Receiver
Wm. Ross Magazine Agent
7. **POTOMAC**; Washington, D. C.
Meets in Monumental Building, Pennsylvania
avenue, northwest, Bet. 1st and 2d streets.
James B. May 477½ F. St. S. W. Master
Wm. C. Jasper, 806 Fourth St., S. E. Secretary
A. J. Williams, 327 C. St., S. W. Collector
P. P. Luddy, 442 2d St. S. W. Receiver
Jos. M. Harmon, 1417 Maryland Ave.,
Baltimore, Md. Mag. Agent
8. **RED RIVER**; Denison City, Texas.
Meets in King's Hall, Woodford St., every Satur-
day at 7 P. M.
J. F. Cramer Master
E. E. Sherrill, 518 Aren Ave Secretary
T. W. Weaver Collector
J. J. Crofton, L. Box 318 Receiver
Chas. W. Jeffries Magazine Agent
9. **FRANKLIN**; Columbus, Ohio.
Meets at 64½ N. High St., first Monday and
third Tuesday evenings.
F. W. Arnold, 544 E. Main St. Master
C. C. Coit, 976 Pennsylvania Ave Secretary
N. T. Beynon, 97 St. Clair St Collector
F. J. Kistler, 212, 214 South High St Receiver
Leonard Lawrence, 889 Curtis Ave Mag. Agent
10. **FOREST CITY**; Cleveland, Ohio.
Meets 2d and 4th Tuesdays at 7 P. M., in Odd
Fellows Hall, 52 Public Square.
Jas. F. Toney, 24 Alford St., S. E. Master
A. G. Laubscher, Seward St., W. Secretary
T. P. Curtis, 41 West Madison St. Collector
John Crouse, 81 Penn St. Receiver
A. G. Laubscher, Seward St., West
Cleveland Mag. Agent
11. **EXCELSIOR**; Phillipsburg, N. J.
Meets 2d and 4th Sundays in Grimers Hall.
Ruben Tyndall Master
C. A. Stevenson Secretary
Oliver Kidney, 633 Main St. Collector
J. W. Sinclair, L. Box 96 Receiver
A. L. Vandegrift Mag. Agent
12. **BUFFALO**; Buffalo, N. Y.
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. J. Knauf, 238 Fifth St. Master
Wm. J. Bruman, 395 Swan St. Secretary
H. Adams, 252 Seneca St. Collector
F. H. Coe, 4 Hickory St. Receiver
A. S. Bickley, 367 Myrtle St. Magazine Agent
13. **WASHINGTON**; Jersey City, N. J.
Meets 1st Saturday at 7:30 P. M., and 3d Sunday
at 10:30 A. M. Cor. Maple St., and Pacific Ave.
C. A. Wilson, 141 Pacific Ave. Master
Mellick Shick, 141 Pacific Ave. Secretary
P. C. Quick, Somerville, N. J. Collector
C. A. Wilson, 141 Pacific Ave. Receiver
D. M. Blake, 254 Communipaw Ave., Mag. Agent
14. **EUREKA**; Indianapolis, Ind.
Meets every Tuesday at 8 P. M. at 34 W. Washing-
ton St., fourth floor.
Wm. P. McBride, 485 E. Georgia St. Master
Wm. J. Hugo, 45 Ruckle St. Secretary
E. J. Kline, 635 North West St. Collector
Wm. J. Hugo, 45 Ruckle St. Receiver
W. R. Jones, 64 So. West St. Mag. Agent
15. **ST. LAWRENCE**; Montreal, Canada.
Meet in St. Charles Club Room, Point St. Charles.
James Murphy, 465 Wellington St, Point St.
Charles, Montreal Master
James Ashcroft, 114 Congregation St., Point
St. Charles, Montreal Secretary
W. F. Stocker, 127½ Bourgeois St., Point St.
Charles, Montreal Collector
H. J. Clarke, 154 Charron St., Point St.
Charles, Montreal Receiver
H. J. Clarke, 154 Charron St., Point St.
Charles, Montreal, Canada Mag. Agent
16. **VIGO**; Terre Haute, Ind.
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs Master
J. F. O'Reilly, 431 N. 4th St. Secretary
Henry Badersdorf, 208 N. 12th St. Collector
C. A. Bennett, 1004 N. 9th St. Receiver
E. W. Bundy, 702 N. 14½ St. Magazine Agent
17. **PINE RIDGE**; Chadron, Neb.
Meets 1st and 3d Sundays, at Masonic Hall.
W. M. Shirley, Box 341 Master
E. M. Willes, L. Box 321 Secretary
E. M. Willes, L. Box 321 Collector
Rufus E. Chandler, L. Box 307 Receiver
J. H. Butler, Long Pine, Neb. Magazine Agent
18. **WEST END**; Slater, Mo.
Meets in I. O. O. F. Hall 1st and 3d Sunday nights.
E. A. Jones, Box 128 Master
C. S. Frazier, Box 186 Secretary
Greeley Olds Collector
J. Kinney, Box 154 Receiver
A. Disney Magazine Agent
19. **TRUCKEE**; Wadsworth, Nevada.
Meets every Friday at 7:00 P. M.
J. B. Cunningham, Box 8 Master
W. J. Patten, Box 8 Secretary
H. E. Huston, Box 8 Collector
J. S. Raitt, Box 8 Receiver
H. L. Huston Magazine Agent

- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 P. M.
Geo. C. Wells, Box 117 Master
W. R. Van Harten, Box 412 Secretary
Wm. Zerwick, Box 252 Collector
W. R. Van Harten, Box 412 Receiver
E. L. Fick Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M., at 902 So. 4th St.
Phil. C. Snyder, 712 S. Eighteenth St. Master
Eli Giclas, 944 Chouteau Ave Secretary
D. C. McClintock, 2016 Gratiot St Collector
Wm. A. Murphy, 944 Chouteau Ave Receiver
Eli Giclas, 944 Chouteau Ave Magazine Agent
- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
L. Sullivan, 882 W. Washington St., Indianapolis, Ind. Master
F. A. Bonner Secretary
Dan. O'Connor Collector
L. Sullivan, 882 W. Washington St., Indianapolis, Ind. Receiver
George Brash Magazine Agent
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Mondays, over Wheeler's bank.
M. Stevens Master
J. H. Snoddy, Box 7 Secretary
J. S. Ott, Box 381 Collector
J. H. Snoddy, Box 7 Receiver
Wm. P. Stevens Magazine Agent
- 24. GREAT WESTERN; Parsons, Kansas.**
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
J. E. Powell, Box 144 Master
F. E. Green, Box 413 Secretary
J. G. Morris, Box 283 Collector
Frank A. Kinch, 522 7th ave Receiver
J. W. Terrell, Box 322 Mag. Agent
- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
Wm. H. Cummings, Box 426 Master
George McCormack, Box 2 Secretary
H. C. Barron, Box 766 Collector
Simon Rogers Receiver
Wm. J. Webster Magazine Agent
- 26. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays in B. L. E. Hall.
Thos. Williams Master
Thomas Williams Secretary
H. E. Megee Collector
Chas. W. Lambert Receiver
Chas. A. Rich Magazine Agent
- 27. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d Sunday at 2:30 P. M. and 4th Mondays at 7:30 P. M. at Room 18 O'Hara's Block.
F. McArdle, 868 B Ave., west Master
A. A. Owens, 178 G Ave Secretary
J. L. Jennings, 328 G Ave, W Collector
C. B. Everett, 46 avenue A Receiver
J. H. McKenzie, 172 B Ave Magazine Agent
- 28. ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
Chas. W. Baskins Master
John T. Stuart, Box 367 Secretary
W. H. Coleman, Box 214 Collector
M. J. Cronen Receiver
B. H. Stimson Box 15 Magazine Agent
- 29. CERRO GORDO; Mason City, Iowa.**
Meets 1st and 3d Tuesday evening of each month cor. Second and Main Sts.
Chas. S. Holman Master
J. H. Fulton, Box 706 Secretary
Max Newbourn Collector
J. H. Fulton, Box 706 Receiver
Stephen A. Trine Mag. Agent
- 30. CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
E. T. Gregory, 514 Saxon St. Master
R. A. Corson, Box 1154 Secretary
E. T. Gregory, 514 Saxon St Collector
R. A. Corson, Box 1154 Receiver
F. Fern, care J. C. R. R. shop Magazine Agent
- 31. E. R. CENTRE; Atchison, Kansas.**
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
M. Warner, 1001 Commercial St Master
Chas. H. Salisbury Secretary
Frank Short, 1511 Main St Collector
John O'Connor, 1408 Main St Receiver
C. H. Norris, 901 Commercial St Mag. Agent
- 32. BORDER; Ellis, Kansas.**
Meets Tuesday evenings at 7:30 in I. O. O. F. Hall.
Fisher Russell Master
J. L. Clark, Box 244 Secretary
A. M. Petrie, Box 103 Collector
T. J. Welsh, Box 107 Receiver
Harry Stigall Magazine Agent
- 33. SUCCESS; Trenton, Mo.**
Meets in Engineer's Hall, over Union Bank, 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays at 7 P. M.
R. N. Surg Master
Thomas Griffin, Box 145 Secretary
Wm. Eckerman Collector
F. White Receiver
F. J. Fischer Magazine Agent
- 34. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2:30 P. M. in Engineer's Hall, Fourth St.
John A. Lake, 419 Tenth Ave Master
J. M. Wheeler, 515 Comanche Ave Secretary
F. A. Kinch, 522 Seventh Ave Box 381 Collector
Wm. Irving, 534 6th Ave Receiver
Joseph F. Butler, 1705 S. 5th St Mag. Agent
- 35. ANBOY; Amboy, Ill.**
James Lavell Master
Thomas Monahan, Box 458 Secretary
Jas. Bersley Collector
Thomas Monahan, Box 458 Receiver
Jas. P. Duggan Magazine Agent
- 36. TIPPECANOE; Lafayette, Ind.**
Meets in Red Men's Hall at 2 P. M. Sundays
J. E. Crusey, 193 N. 6th St Master
G. H. Newburg, 189 N. Sixth St Secretary
Geo. E. Smith, Columbia street Reel House, bet. 5th and 6th Collector
W. R. Johnson, 110 S. 4th St Receiver
M. S. Hewes, 82 Smith St Magazine Agent
- 37. NEW HOPE; Centralia, Ill.**
Meets every Sunday at 2 P. M.
H. G. Cormick, Box 151 Master
W. D. Holton, Box 244 Secretary
W. D. Hoton, Box 244 Collector
C. W. Styles Receiver
T. J. Prickett Magazine Agent
- 38. AVON; Stratford, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
Wm. O'Brien, Box 318 Master
J. T. Burke, Box 318 Secretary
Wm. O'Brien, Box 318 Collector
G. Nursey, Box 318 Receiver
Eugene A. Ball Magazine Agent
- 39. TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M., in Red Men's Hall.
W. T. Clark, 2504 Fifth Ave Master
C. J. Dahl, 5052 9th Ave Secretary
J. McDarrah Collector
E. E. Reeves Receiver
Carl Boltz, 3031 Fifth Ave Magazine Agent

- 40. BLOOMING; Bloomington, Ill.**
Meets 910 W. Chestnut st., Tuesdays, at 7:30 P. M.
E. Browning, 714½ W. Washington St. . . . Master
W. Cavanaugh, 902 N. Lee St. . . . Secretary
Geo. Meade, 1116 W. Chestnut St. . . . Collector
Wm. H. Cavanaugh, 902 N. Lee St. . . . Receiver
Ed. J. Spreen, 608 N. Mason St., Magazine Agent
- 41. ONWARD; Dickinson, Dakota.**
Meets every Thursday at 7:30 P. M.
W. F. Cunningham, L. Box 215 Master
O. A. Dasskey, Box 17 Secretary
E. E. Hagan Collector
Joe Crosthwaite Receiver
E. E. Hagan Magazine Agent
- 42. ELMO; Madison, Wis.**
Meets in Good Templars Hall 2d and 4th Sundays.
Alfred Tyler, 312 Lake St. Master
Peter Former, 701 Main St. Secretary
Jno. Harrington, 520 Main St. Collector
Alfred Tyler, 312 Lake St. Receiver
Alfred Tyler, 312 Lake St. Mag. Agent
- 43. ST. JOSEPH; St. Joseph, Mo.**
Meets 1st and 3d Thursdays at I. O. O. F. Hall, 10
Pacific St.
F. O. Porter, N. E. Cor. Thirteenth and
Penn. Sts. Master
W. W. Lowden, 2123 S. Fifth St. . . . Secretary
Jas. Hyndman, 2216 S. 81xth St. . . . Collector
C. B. Wilson, 2203 S. 81xth St. . . . Receiver
C. D. Porter, 2324 S. 6th St., St. Joseph,
Mo. Magazine Agent
- 44. F. W. ARNOLD; East St. Louis, Ill.**
Meets alternate Tuesdays, at 7:30 P. M. in Jack-
iech Hall on Missouri and Main sts.
T. J. Hayes, Box 375 Master
C. E. Long, Box 354 Secretary
John U. Roy Collector
Thos. Halpin Receiver
T. J. Hayes, Box 375 Magazine Agent
- 45. ROSE CITY; Little Rock, Ark.**
Meets in Quapaw Hall every Monday night.
Jept Stout, 806 W. Fifth St. Master
Ed Chamberlain, 815 Water St. Secretary
Thos. A. Howell, 1415 W. 4th St. . . . Collector
George Emery, 802 No 4th St. . . . Receiver
Ed Chamberlain, 815 Water St. . . . Mag. Agent
- 46. CAPITAL; Springfield, Ill.**
Meets at Engineers' Hall, 217 South 5th st, 1st
and 3d Sundays at 2 P. M.
A. Cunningham, 1125 North 5th st. . . . Master
D. Hensley, 911 E. Reservoir at. . . . Secretary
J. Schafer, 416 Monroe st. Collector
Thos. P. Walsh, 1424 South 7th st. . . . Receiver
E. W. Rowland, 602 S. Seventh St. . . Mag. Agent
- 47. TRIUMPHANT; Chicago, Ill.**
Meets 1st Monday evening and 3d Sunday after-
noons in P. S. O. of A. Hall, 146 E. 22d St.
Thos. B. Deegan, 298 E 22d St. Master
Harry Schilling, 3247 Dearborn St. . . . Secretary
Harry Schilling, 3247 Dearborn St. . . . Collector
Peter Schlax, 1702 Wabash Ave. . . . Receiver
Martin Creighton, 1436 Indiana Ave. Mag. Agent
- 48. W. F. HYNES; Peoria, Ill.**
Meets in G. A. R. Hall 1st Saturday at 7:30 P. M.,
and 3d Sunday at 2 P. M.
A. G. Elbertson, 1024 N. Jefferson St. . . Master
J. V. Johnson, 412 Spencer St. . . . Secretary
W. A. McMillan, 206 State St. . . . Collector
G. C. Watt, 617 1st St. Receiver
Jas. E. Dillon, 503 Frink St. . . . Magazine Agent
- 49. J. M. RAYMOND; Decatur, Ill.**
Meets 2d and 4th Sundays at 8 P. M., in Engin-
eer's Hall, E. Eldorado St.
A. H. Sutton, 975 N. Water St. Master
Geo. Green, 1172 E. Marietta St. . . . Secretary
Wm. H. Slater, 637 E. North st. . . . Collector
Geo. Bashford, 730 N. Church St. . . . Receiver
Wm. Langelt, 903 N. Morgan st. Magazine Agent
- 50. GARDEN CITY; Chicago, Ill.**
Meets 1st and 3d Saturdays at 7:30 P. M.
H. W. Rouscup, 524 Fifty-sixth St. . . . Master
John E. Davis, 5530 Butterfield St. . . . Secretary
W. H. Green, 4837 State St. . . . Collector
J. J. Coffey, 4234 Atlantic St. . . . Receiver
G. W. Brialen, 4700 Wabash Ave. . . . Mag. Agent
- 51. FRISCO; North Springfield, Mo**
Meets 2d and 4th Saturdays of each month at
7:30 P. M. in Masonic Hall.
E. R. Harlan Master
Michael Gaffney Secretary
George Hasler Collector
C. H. Swingler Receiver
Chas. Schuler Mag. Agent
- 52. GOOD WILL; Logansport, Ind.**
Meets every Sundays at 2 P. M., Cor. Fourth and
Market Sts.
H. C. Swadener, 531 Ottaway St. Master
W. A. McDonald, 1216 Smead St. . . . Secretary
F. M. Wilt, 822 Fifteenth St. . . . Collector
E. H. Laing, 1423 E. Broadway Receiver
J. A. Holland, corner George and 15th
Sts. Magazine Agent
- 53. EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays of each month at A.
O. U. W. Hall, cor. Fifth and Conn sts.
John Turnpaugh, 2 Pine St. Master
Alvin Deen, Box 1198 Secretary
Jas. T. Bunt, 475 Neosha St. Collector
A. E. Pearce, L. box 1201 Receiver
W. R. Samuels, 524 Rural St. Mag. Agent
- 54. ANCHOR; Moberly, Mo.**
Meets Tuesdays at 7 P. M. in Supples Bros. Hall.
J. E. Madden Master
L. H. Kettler, Box 113 Secretary
James Scully, Box 543 Collector
James Dickson, Box 110 Receiver
J. S. Hannah, Box 1574 Mag. Agent
- 55. BLUFF CITY; Memphis, Tenn.**
Meets 2d and 4th Thursday evenings, at No. 16
Johnson Ave.
Jacob Fuchs, L. & N. Shops Master
John Spellman, L. & N. Shops Secretary
Jacob Wagner, L. & N. Shops Collector
Laurence Fox, L. & N. Shops Receiver
J. E. McFadden, 186 Johnson ave. . . Mag. Agent
- 56. BANNER; Stanberry, Mo.**
Meets every Saturday night at 7:30 P. M.
D. L. Collier Master
T. H. Robotham Secretary
D. L. Collier Collector
J. J. Smith Receiver
George Mock Mag. Agent
- 57. BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays of each month at Odin
Hall, 47 Hanover st.
H. E. Stevens, 5 Davis St. Master
T. H. Haines, Ocean View St., Win-
throp, Mass. Secretary
A. W. Spurr, 66 Hammoud St. . . . Collector
C. A. Fisher, 32 E. Springfield St. . . Receiver
L. R. Stewart, 38 Cross St., East
Sommerville, Mass. Mag. Agent
- 58. SACRAMENTO; Rocklin, Cal.**
Meets every Monday in Masonic Hall at 1 P. M.
C. C. Brown Master
C. E. Warrington Secretary
C. E. Warrington Collector
M. H. Tuttle Receiver
M. H. Tuttle Magazine Agent
- 59. ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday evening at 7:30.
M. N. Lines, 313 Spring St., Pueblo . . . Master
Wm. Walk, Block T, No. 56, Pueblo . . Secretary
C. S. Walker, S. Mechanic St., Pueblo,
Colo. Collector
M. C. Donnelly, 316 E. 2d St., Pueblo. Receiver
John Walk, Pueblo, Colo. . . . Magazine Agent
- 60. UNITED; Philadelphia, Pa.**
Meets alternate Sundays at Dover Hall, Marshall
St. above Susquehanna ave.
B. F. Pettitt, 2055 N. Ninth St. . . . Master
Josiah H. Feters, 2341 Dickinson st, 31st
Ward Secretary
Howard Reeder, 1943 Lawrence st . . . Collector
John A. Falls, 2224 N. 2d St. . . . Receiver
J. R. Race, 521 Diamond St. Mag. Agent

- 61. MINNEHAMA; St. Paul, Minn.**
Meets 2d and 4th Sundays of each month.
A. E. Carle, 120 Granite St. Master
P. McLaughlin, 76 Sycamore St. Secretary
A. E. Carle, 120 Granite St. Collector
H. L. Buckley, 120 Granite St. Receiver
Jas. Johnson, 608 Warren St. Magazine Agent
- 62. VANBERGEN; Carbondale, Pa.**
Meets in Odd Fellows' Hall, 2d and 4th Sundays.
John P. McCawley Master
A. M. Banks, Box 479 Secretary
W. H. Brokenshief Collector
O. E. Histed, L. Box 855 Receiver
O. E. Histed, L. Box 855 Magazine Agent
- 63. HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
John Myers, Box 772 Master
H. J. Bohn, 501 E. Main St. Secretary
John Wakely, Box 772 Collector
John Myers, Box 772 Receiver
T. A. Hudson Mag. Agent
- 64. SIOUX; Sioux City, Iowa.**
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
A. A. Goodrich, 1601 Sixth st. Master
Joseph G. Clevenger, 606 Market St. Secretary
Sidney Weir, 1201 Fifth St. Collector
L. B. Cutting, St. James, Minn. Receiver
Warren Bennett Mag. Agent
- 65. FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
Jas. B. Newcomer Master
H. H. Richardson Secretary
J. A. Robinson Collector
W. D. Grimes, Box 488 Receiver
George Woskie Magazine Agent
- 66. CHALLENGE; Belleville, Ontario.**
Meets in B. of L. F. Hall, 2d and 4th Sundays at 2:30 P. M.
Robert Milne, Belleville Station Master
Fred Link, Belleville Station Secretary
Wm. Logue, Box 9, Belleville Station Collector
Tim Daly, Jr., Box 99, Belleville Station, Receiver
R. Snell Magazine Agent
- 67. DOMINION; Toronto, Canada.**
Meets in J. O. O. F. Hall 2d and 4th Sundays at 2:30 P. M.
C. W. O. Dalby, 125 Augusta Ave. Master
S. Vaughan, 5 Draper St. Secretary
Jas. Pratt, 73 Huron St. Collector
S. Vaughan, 5 Draper St. Receiver
Jas. Pratt, 73 Huron St. Mag. Agent
- 68. EAU CLAIRE; Altoona, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
Martin E. Cuddy Master
Timothy Anglim Secretary
M. E. Cuddy Collector
Patrick E. Keating Receiver
M. E. Duggan, Altoona, Wis. Mag. Agent
- 69. ISLAND CITY; Brockville, Ontario.**
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
John M. Phillips, Box 558 Master
I. J. Beehler, Box 558 Secretary
T. Shields, Box 558 Collector
I. J. Beehler, Box 558 Receiver
Benjamin Dickerson Magazine Agent
- 70. LONE STAR; Longview, Texas.**
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. C. Broderick, Box 411 Master
I. H. Stout, Box 411 Secretary
I. H. Stout, Box 411 Collector
Jas. Rutledge, Box 411 Receiver
C. W. Slayton Magazine Agent
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meets in B. of L. E. Hall 2d and 4th Sundays at 3 P. M.
Willard Robinson, L. Box 1183 Master
J. B. Ingalls, 31 Elm St. Secretary
R. W. Mills Collector
Elmer Kerr Receiver
J. E. Owens, Box 598 Magazine Agent
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
Wm. Wiggins, 45 Cooper St. Master
Geo. M. Kern, 552 So 4th st. Secretary
Garret M. Western, 565 Bridge St. Collector
Jas. L. Gibbs, Collinswood, N. J. Receiver
Henry Harris, 446 Henry St. Magazine Agent
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 302 Main St.
J. E. Johnson, 72 Jaques Ave. Master
Chas. A. Smith, 124 Central St. Secretary
Geo. T. Craft, 45 Sabin St. Collector
Chas. O. Sykes, 11 Goulding St. Receiver
E. A. Bragg, 8 Kilby St. Magazine Agent
- 74. KANSAS CITY; Kansas City, Mo.**
Meets in Forrester's Hall alternate Mondays.
D. McDonnell, 2114 Bellevue Ave. Master
J. M. Tierney, Box 73, Station "A" Secretary
R. Haslett, 2117 Madison avenue Collector
W. B. Roberts, 1608 Madison Ave. Receiver
H. O. Draper, Station "A" Magazine Agent
- 75. ENTERPRISE; Philadelphia, Pa.**
Meets 1st and 3d Sundays at G. A. R. Hall, N. E. Cor. 30th and Market Sts.
S. H. McFarland, 4069 Filbert St. Master
C. W. Reeves, 620 N. 38th St., W. Philadelphia Secretary
Frank Dupell, 3621 Aspen St. Collector
C. W. Reeves, 620 N. 38th St., W. Philadelphia Receiver
Frank Dupell, 3621 Aspen St. Magazine Agent
- 76. NEW ERA; Breckenridge, Minn.**
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian Master
W. C. Hall Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Fred Whitbred, Box 84 Magazine Agent
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M. in Neef's Hall, Fifteenth street.
Chas. D. Lane, 2646 Lawrence St. Master
W. F. Brundage, 1216 Larimer St. Secretary
D. L. Marrs, 445 Beecher ave. N. side Collector
W. F. Brundage, 1216 Larimer St. Receiver
J. F. Nally, 3724 Arapahoe St. Magazine Agent
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets 1st, 3d and 5th Thursdays at 7:30 P. M.
John Laybourne, 814 E. Third St. Master
E. K. Park, 519 Ohio St. Secretary
H. D. Boult, 1223 E. 6th St. Collector
Henry Myers, 318 Engineers' St. Receiver
Clark L. Vanetton, 1216 E. 5th St. Mag. Agent
- 79. J. M. DODGE; Roodhouse, Ill.**
Meets 1st and 3d Mondays and 2d and 4th Sundays, in Engineer's Hall.
C. A. Timlin Master
Chas. E. Stone Secretary
Chas. E. Stone Collector
E. Carroll Receiver
J. A. Wells Magazine Agent
- 80. SELF HELP; Aurora, Ill.**
Meets over 26 and 28 Broadway, every 2d Sunday.
John S. Slick, 447 Main St. Master
W. B. Miller, 110 Main St. Secretary
W. B. Miller, 110 Main St. Collector
Frank G. Boomer, 95 LaSalle St. Receiver
Fred E. Diamond, Tremont House Mag. Agent
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
Emery Scott Master
Geo. Watts, Box 1045 Secretary
W. J. Bain, Box 1763 Collector
R. Arundale, Box 569 Receiver
S. W. Green Magazine Agent

- 92. NORTHWESTERN; Minneapolis, Minn.**
Meet 1st Saturday evening and 3d Sunday afternoon of each month.
Ernest B. Mayo, 424 First avenue, so. Master
W. E. Richmond, 820 N. Girard Ave. Secretary
Robt. J. Watson, 716 4th ave N. Collector
W. E. Richmond, 820 N. Girard Ave. Receiver
Geo. E. Walker, 2180 Tenth Ave. So., Mag. Agent
- 93. TRINITY; Fort Worth, Texas.**
Meets in B. L. F. Hall every Wednesday at 8 P. M.
I. M. Dean, L. Box 406 Master
Chas. T. Elliott, L. Box 406 Secretary
I. M. Dean, L. Box 406 Collector
James Jay, Box 406 Receiver
E. D. Hartzell, 613 E. 15th St. Magazine Agent
- 94. CALHOUN; Battle Creek, Mich.**
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
D. Coughlin, 56 East Hall St. Master
Wm. Powell, 88 Bennett St. Secretary
Fred Voss, 109 Green St. Collector
E. C. Wilder, 50 South Ave. Receiver
A. Cronin, 119 Bennett St. Magazine Agent
- 95. FARGO; Fargo, Dakota.**
Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
Arthur Bassett, L. Box 1798 Master
Geo. L. Sutherland, Box 962 Secretary
W. W. Sturman, Box 626 Collector
E. Roggeveen, 324 18th St., north Receiver
J. T. Wantland, L. Box 1853 Magazine Agent
- 96. BLACK HILLS; Laramie City, Wyoming.**
Meets Friday evening at 7:30 in K. L. Hall.
John W. Costin Master
Wm. Konold Secretary
Henry C. Bernard Collector
Wm. Roth Receiver
Chas. Reynolds Mag. Agent
- 97. SUMMIT; Rawlins, Wyoming.**
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures Master
J. Doherty Secretary
G. C. Jordan Collector
P. Naughton Receiver
Wm. S. Ross Magazine Agent
- 98. MORNING STAR; Evanston, Wyoming.**
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
J. C. Bowman Master
L. W. Putnam Secretary
S. Carpenter Collector
J. C. Bowman Receiver
James Hoyt Magazine Agent
- 99. CHEHAU; Montgomery, Ala.**
Meets every Sunday, in K. P. hall, over National Band, Commerce St.
E. L. Cranford, 408 Clay St. Master
Ed. Austin, 115 Dexter ave. Secretary
A. F. Grubbs, 115 Dexter ave. Collector
Geo. I. Fuller, 26 N. Perry St. Receiver
A. F. Grubbs, 115 Dexter ave. Mag. Agent
- 100. SAN DIEGO; San Bernardino, Cal.**
Meets in Odd Fellows Hall 1st and 3d Sundays.
J. W. Rothrock Master
R. F. Lange, Box 645 Secretary
E. W. Nisbet Collector
Thomas Fitzgerald Receiver
G. A. March, Box 645 Mag. Agent
- 101. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
Mat Rourke, 1855 Mission St. Master
Charles A. Crites, 203 Sixteenth St. Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
J. Doyle, 537 18th St. Receiver
James Doyle, 537 Eighteenth St. Mag. Agent
- 102. FRONTIER CITY; Owego, N. Y.**
Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
M. H. Murphy, N. Y. O. & W. Depot Master
Myrom H. Counsell, 16 E. 5th St. Secretary
Jas. Whalen, 290 W. 7th St. Collector
S. C. Forsyth, 166 W. Utica St. Receiver
S. C. Forsyth, 166 W. Utica St. Magazine Agent
- 103. GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
Geo. Waden, 507 Main St. Master
E. J. Concannon, 1007 Park St. Secretary
E. J. Kelley, 519 Bridge St. Collector
John H. Carter, 507 Main St. Receiver
A. J. Ebernell, 1213 Bank St. Magazine Agent
- 104. CACTUS; Tucson, Arizona.**
Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L. F. Hall, Cor. Tool Ave. and Pennington St.
Wm. Patterson, Lock Box 218 Master
W. E. Butler, Box 218 Secretary
F. M. Blaney, L. Box 218 Collector
J. J. Lucey, L. Box 236 Receiver
J. C. Clancey, L. Box 218 Magazine Agent
- 105. CHICAGO; Chicago, Ill.**
Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month at 9:30 A. M.
C. B. Johnson, 162 N. Peoria St. Master
Geo. Pace, 3651 Wentworth ave. Secretary
J. F. Cantlon, 142 Front St. Collector
E. W. Wallbaum, 224 Larrabee St. Receiver
Pat Grady, Lake Forest, Ill. Magazine Agent
- 106. ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays cor. Main and Fourteenth Sts.
G. Leibtag Master
Frank Ray, Box 986 Secretary
Wm. King Collector
Joseph Quinn, Box 239 Receiver
John Leibtag, Box 366 Magazine Agent
- 107. ORANGE GROVE; Los Angeles, Cal.**
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
J. J. Lawton, Box 72 Master
Geo. C. Morton, Box 72 Secretary
W. J. Grant, Box 72 Collector
Geo. C. Morton, Box 72 Receiver
F. B. Boyett, 11 Aurora st. Magazine Agent
- 108. PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday, at Engineers' Hall.
F. C. Stokes Master
E. G. White Secretary
J. H. Neven Collector
B. W. Shields Receiver
E. G. White Magazine Agent
- 109. ROCHESTER; Rochester, N. Y.**
Meets every Friday evening, at No. 33 Market St.
E. E. Pruyn, 41 First Ave. Master
Geo. A. White, 27 Jefferson St. Secretary
Geo. Kingley, 23 Upton Park Collector
James Clark, 171 N. Union St. Receiver
Jas. A. Clark, 171 N. Union St. Mag. Agent
- 110. ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
P. J. Burke Master
Wm. H. Hawkins Secretary
Woods L. Miller Collector
Wesley Alsop Receiver
Richard A. Potter Magazine Agent
- 111. ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
J. F. Bryan, L. Box 319 Master
J. H. Murphy, Box 228 Secretary
J. W. Crouch, Box 288 Collector
J. F. Bryan, L. Box 319 Receiver
F. S. Templeton Magazine Agent
- 112. CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, 8 E. cor. Sycamore and Sixth St.
F. S. Payne, 1221 Court Ave. Master
J. W. Combs, 1621 Buchanan St. Secretary
John Loveless, 1203 Fillmore St. Collector
J. W. Combs, 1621 Buchanan St. Receiver
H. L. Wilson, 605 E. Locust St., Des Moines, Iowa Magazine Agent
- 113. FALLS CITY; Louisville, Ky.**
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Clark H. Rae, 1242 Twelfth St. Master
J. J. Lawson, 1108 12th St. Secretary
James White, 2110 W. Madison St. Collector
J. J. Lawson, 1108 12th St. Receiver
John H. Patrick, 939 Tenth St. Magazine Agent

- 104. "OLD KENTUCKY," Ludlow, Ky.**
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
Frank Robinson Master
M. J. Connelly Secretary
Chas. Heimberger Collector
J. E. Doran, Box 78 Receiver
Chas. Heimberger Magazine Agent
- 105. PROGRESS, Galesburg, Ill.**
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
J. T. McDavid, 319 Day St Master
Wm. Heath, 351 E. Main St Secretary
J. L. Nelson, 327 N. Seminary St Collector
Wm. Heath, 351 E. Main St Receiver
C. G. Nelson, 522 Seminary St Mag. Agent
- 106. KEY CITY, Dubuque, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., over Master Mechanic's Office.
Jas. B. Smith, 1001 Lake St Master
D. W. Mason, 438 High St Secretary
J. E. Haynes, 235 High St Collector
John P. Sandry, 162 High St Receiver
Jay E. Haines, 18 High St Magazine Agent
- 107. ECLIPSE, Galion, Ohio.**
Meets in Zimmerman's Hall every Thursday evening.
M. Dean Master
Ed. W. Armor, Box 701 Secretary
Ed. W. Armor, Box 701 Collector
J. A. Farnworth, Box 288 Receiver
Geo. Canaan, Box 398 Magazine Agent
- 108. PIONEER, Chama, New Mexico.**
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
Herman Berndt Master
Michael Hurley Secretary
F. L. Hindle Collector
J. C. McCabe, Box 8 Receiver
Edward Bradley Magazine Agent
- 109. PEACE, St. Louis, Mo.**
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St.
C. E. Amos, 2346 Mullamphy St Master
W. M. White, 944 Chouteau Ave Secretary
Geo. Dreyer, 738 S. Ewing St Collector
J. L. Pate, 2919 Caroline St Receiver
J. L. Pate, 2919 Caroline St Magazine Agent
- 110. OLD GUARD, Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 236 Master
C. P. Collins, 29 Oak St., E. Toledo, O. Secretary
Zeno Kirk Collector
Chas. F. Pillard, L. Box 236 Receiver
C. P. Collins, 29 Oak St., E. Toledo, O., Mag. Agent
- 111. BEACON, Mattoon, Ill.**
Meets in K. of L. Hall Sunday at 2:30 P. M.
C. J. Singleton, Box 50 Master
T. F. Barrett, Box 427 Secretary
O. C. Henry Collector
C. J. Singleton, Box 50 Receiver
Ben Newkirk Magazine Agent
- 112. EVENING STAR, Mt. Vernon, Ill.**
Meets 1st and 3d Tuesdays in Helserman's Hall, at 7:30 P. M.
S. R. Wild Master
John C. Branham Secretary
John C. Branham Collector
E. F. Lynch Receiver
Thos. F. Thickston Magazine Agent
- 113. CLARK-KIMBALL, Pocatello, Idaho.**
Meets in Masonic Hall every Monday at 7:30 P. M.
Ed. Anderson Master
Ed. Staples Secretary
Wm. E. Randolph, Box 16 Collector
James Hand Receiver
E. G. Leaf, Ogden, Utah Magazine Agent
- 114. MAGIC CITY, Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M.
John Dunn Master
James N. Boggs Secretary
Michael Welch, 1022 Evans St Collector
John Dunne Receiver
Thos. O. Jones, Box 250 Magazine Agent
- 115. GULF CITY, Galveston, Texas.**
Meets 1st and 3d Wednesdays in The Temple of Honor.
H. L. Briggs, Cor. 8th and Market Sts. Master
J. H. Steinhoff, Avenue I, between 37th and 38th Sts. Secretary
G. E. Labitt, So. 35th, bet. Church and Winnie Sts. Collector
H. L. Briggs, 8th and Market Sts. Receiver
A. J. Schmidt, 37th street, between H. and I Magazine Agent
- 116. ST. CLAIR, Fort Gratiot, Mich.**
Meets 1st and 3d Sundays in Engineers' Hall at 1:30 P. M.
Wm. Dingwall, 2004 Stone St. Port Huron, Mich. Master
R. J. Gee, 1610 Poplar st, Port Huron Secretary
John W. Chowen Collector
E. G. Hubbard, Box 127 Receiver
W. F. Benwick, Box 107 Magazine Agent
- 117. BEAVER, London, Ontario.**
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Robt. Hornsby, 154 Clarence St. Master
Edwin S. Chapman, 151 Clarence St. Secretary
S. T. Fletcher, 221 Maitland St. Collector
John W. Cox, 358 Simcoe St Receiver
Robt. Lister, 411 Hill St Magazine Agent
- 118. STAR OF THE EAST, Richmond, Quebec.**
Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
James Law Master
G. A. Pearson Secretary
G. A. Pearson Collector
John Kelley Receiver
Fred Driver Magazine Agent
- 119. COLONIAL, River du Loup, Quebec.**
Meets Wednesday and Thursday nights, alternately, in English School Room.
W. H. Rougeau, I. C. Ry. Station Master
Wm. Carmichael, I. C. Ry. Station Secretary
James Fohy, I. C. Ry. Station Collector
Wm. Carmichael, I. C. Ry. Station Receiver
Wm. H. Rougeau, I. C. Ry. Station Mag. Agent
- 120. FORTUNE, Syracuse, N. Y.**
Meets every Tuesday evening in Pike Block, Cor. Fayette and Salina Sts.
E. F. McNulty, 2 Wall St Master
Simon Mangan, 196 Shomard St Secretary
L. G. Rousson, 20 Pioneer St Collector
F. H. Livingston, 59 Jackson St Receiver
W. H. Jacobson, 224 Gifford St. Mag. Agent
- 121. FELLOWSHIP, Corning, N. Y.**
Meet 1st and 3d Sundays of each month at 8 P. M. in Odd Fellows Hall.
J. F. Roody Master
Frank E. Hanmer Secretary
George R. Quick Collector
William H. Smith Receiver
E. E. Beales Magazine Agent
- 122. H. B. STONE, Beardstown, Ill.**
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 Master
Henry Henson, Box 397 Secretary
N. Hiltner, L. Box 49 Collector
Albert Banks Receiver
E. J. Summers, Box 694 Magazine Agent
- 123. OVERLAND, Omaha, Neb.**
Meets in K. of P. Hall, Corner 14th and Douglas Sts. every Wednesday at 8 P. M.
Albert Cole, 1618 Jackson St Master
F. W. Perkins, 1606 Chicago St Secretary
William Cummings, 1306 South 12th St, Collector
Albert Cole, 1618 Jackson St Receiver
E. S. Emmons, 16 N. 13th St Mag. Agent
- 124. PILOT, Perry, Iowa.**
Meets 2d and 4th Sundays, in Odd Fellows' Hall, at 2:30 P. M.
H. A. Draper Master
W. B. Howe Secretary
H. C. DeGroat Collector
M. D. Grady Receiver
M. D. Grady Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets 2d and 4th Sundays of each month in Room
15 South Center St., opposite new Court House.
W. M. Gallup, 512 S. Third St. Master
J. P. Boyce, 311, Cor. Nevada and 4th Sts. Secretary
T. H. Meredith, 112 S. J Ave. Collector
J. M. Larimer, 325 S. Third St. Receiver
J. H. Crellin, 612 E. Linn St. Magazine Agent

126. COMET; Austin, Minn.

Meets 2d and 4th Sundays of each month in
Hays' Hall.
W. A. Serle Master
O. C. Cornforth Secretary
August Olson Collector
O. C. Cornforth Receiver
August Olson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets 1st Tuesday and 3d Sunday, in Assinaboine
Hall, 133 Ross St.
John Wellington, 229 Ross St. Master
W. H. Woods, 14 Patrick St. Secretary
W. H. Woods, 14 Patrick St. Collector
J. G. Jonah, 226 McWilliams St. Receiver
Geo. M. Vansickle, care P. R. shops, Mag. Agent

128. LANDMARK; Glendive, Montana.

Meets 1st and 3d Tuesdays at 7 P. M.
Arthur Todd Master
Daniel Sinclair, Forsythe, Montana Secretary
James McKensie, Box 55 Collector
Samuel E. Burns, Forsyth, Mont. Receiver
Douglass Westfall, Box 55 Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays.
E. E. Gorham, Box 422 Master
Thos. Faulkes, Box 126 Secretary
M. A. Harring, Box 525 Collector
J. S. Rogers, Box 622 Receiver
J. J. Kelly, Box 480 Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets 2d and 4th Sundays at 2 P. M. in Engineers'
hall.
C. F. McAuliffe, 561 Washington street Master
Peter F. Fox, 335 Barclay St. Secretary
J. H. Brady, 253 National Ave. Collector
Thomas Dwyer, 335 Jackson St. Receiver
Edward Summers, 99 Sixth St. Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets 1st and 3d Fridays at 7:30 P. M. and 2d and
4th Sundays at 2:30 P. M. in Redfield's Hall.
Geo. W. Hammond, Box 500 Master
E. S. Cochran, Box 121 Secretary
Wm. D. Goltz Collector
R. J. Luxan, Box 396 Receiver
R. J. Luxan, Box 396 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Opera House 1st and 3d Sundays and
last Wednesday at 2 P. M.
Fisher Wressell Master
M. F. Murphy, Box 100 Secretary
Fisher Wressell Collector
John H. Howell Receiver
Lewis V. Roberts Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.

Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
N. E. Montgomery Master
W. G. Houghton, Box 10 Secretary
Thomas Parry Collector
Arthur Herider Receiver
J. C. Smith Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets 1st and 3d Sundays and 2d and 4th Mon-
days.
E. W. Gibson Master
H. E. Cowan Secretary
M. I. Spaulding Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall 1st and 3d Tuesdays at
7 P. M.
E. A. Seegar, Box 184 Master
W. B. Sisson, Box 184 Secretary
F. L. Fitch Collector
W. B. Sisson, Box 184 Receiver
F. L. Fitch, L. Box 184 Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets alternate Saturdays at 7 P. M., Cor. Kent
and Cambridge S s.
George Pratt, Box 166 Master
L. McIntosh Secretary
Joseph Kelcher Collector
J. Jefferies Receiver
J. Jefferies Magazine Agent

137. PROTECTION, Eldon, Iowa.

Meets 2d and 4th Sundays at 2:30 P. M. in K. P.
hall.
L. C. Allen Master
J. T. Hull, Box 196 Secretary
Geo. W. Trott Collector
A. Shunterman Receiver
Fred James Magazine Agent

138. UNION; Freeport, Ill.

Meet in A. O. U. W. Hall 2d and 4th Sundays at
2 P. M.
James A. Flack Master
Sam Shaunnessy, 16 Crocker St. Secretary
Wm. A. Brubaker, 10 State St. Collector
Sam Shaunnessy, 16 Crocker St. Receiver
Wm. A. Brubaker, 10 State St. Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall 1st and 3d Sundays and
2d and 4th Fridays at 2 P. M.
Wm. Manerhan, Box 31 Master
George Landes, Box 31 Secretary
L. J. Whyers, Box 31 Collector
J. J. Norton, Box 31 Receiver
Wm. Manerhan Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets every Monday at 7:30 P. M., in Fraternity
Hall.
A. K. Brown, Box 599 Master
L. W. Jones, Box 122 Secretary
J. W. Hardy, L. Box 399 Collector
S. D. Alger, Box 599 Receiver
W. E. Somerville, L. Box 599 Magazine Agent

141. A. G. PORTEE; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at
7:30 P. M.
A. J. Kohler, 461 Calhoun St. Master
J. W. Westerman, 20 Buchanan St. Secretary
C. F. Sweeney, cor. Holton Ave. and
Fisher St. Collector
W. R. Fredricks, 415 Lafayette St. Receiver
T. E. Short, 293 W. Main St. Magazine Agent

142. C. E. WHIPPLE; Toledo, Ohio.

Meets 1st and 3d Sundays at 1:30 P. M. and 2d
and 4th Thursdays at 7 P. M. at 245 St. Clair St.
John Rapparle, cor. Collinwood Ave and
Vance St. Master
G. W. Nesper, 406 Broadway Secretary
L. H. Heeman, 180 Segure Ave. Collector
G. W. Nesper, 406 Broadway Receiver
B. I. Ross, Penn. engine house Mag. Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Odd Fellows' hall, cor. 11th and Frank-
lin sts., Oakland, Cal., 2d and 4th Wednesdays.
T. J. Roberts, 752 Willow St. Master
J. W. Littlejohn, Berkley, Alameda, Co. Secretary
Ed Johnson, 916 Wood St. Collector
F. B. Hall, West Oakland P. O. Receiver
E. C. Cushing, 861 Myrtle street,
Oakland, Cal. Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets 1st Saturday at 8 P. M. and 3d Sunday at
2 P. M. in Patterson's Hall, I. C. R. Depot.
John Morton Master
Wm. A. Thomson Secretary
Wm. Bastin Collector
John Devereaux Receiver
Wm. Smallwood Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.

Meet every Wednesday at 2:30 P. M. in Jones'
Hall, 601 Austin St.
H. M. Brown, 818 Ave. D Master
Robt. Nicholson, No. 5 Eighth St. Secretary
Robt. Nicholson, No. 5 Eighth St. Collector
H. M. Brown, 818 Ave. D Receiver
John Sullivan, 110 Avenue D Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
 John F. Broughton, S. P. Ry. Master
 Chas. D. Sedgwick, H. E. & W. T. Ry. Secretary
 F. M. Bettis, 5 Murray St. Collector
 Fred Keeler, S. P. R. Shops Receiver
 D. M. Moody, 109 Elysian St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meet every Monday at 8:00 P. M.
 R. Robinson, Box 105 Master
 C. Sweeny, Box 105 Secretary
 Thos. H. Boyd Collector
 James Conney Receiver
 W. R. Brown, Clebourne, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets every Friday at 1:30 P. M. in K. of P. Hall.
 M. Hogan, Box 1842 Master
 W. N. Reynolds, Box 1849 Secretary
 P. E. Paakell, Box 1849 Collector
 Thomas Fraser, Box 1849 Receiver
 I. H. Bennett, Box 1849 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets 2d and 4th Saturdays at 8 P. M., at 110 East 125th street.
 F. C. Donigan, 2462 Eighth Ave. Master
 P. A. Donahue, 811 W. 56th St. Secretary
 Sam. Loasby, 2507 Eighth Ave. Collector
 P. Witzel, 330 E. 12th St. Receiver
 P. Witzel, 330 E. 12th St. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sta.
 L. L. Hood, Room 8, Gregory Block,
 W. Washington St., Marquette, L. S.,
 Mich. Master
 Arthur Bishop, 146 Main St. Secretary
 Fred Brown, Marquette, L. S., Mich. Collector
 Chas. E. Zyrd, Marquette, L. S., Mich. Receiver
 Chas. E. Zyrd, Marquette, L. S., Mich., Mag. Agent

151. MAPLE LEAF Hamilton, Ontario.

Meet 1st and 3d Sundays at 2:30 P. M.
 James Oliver, N. & N. W. Ry. Master
 Wm. Broughton, 14 Inchbury St. So. Secretary
 James Painter, 12 Crook St. Collector
 Wm. Broughton, 18 Inchbury St. So. Receiver
 John McColl, 17 Crook's Street. Mag. Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Odd Fellow's Hall 1st and 3d Sundays.
 E. L. Jacoby, Box 605 Master
 Fred C. McDonald, Box 662 Secretary
 John A. Mainex, Box 902 Collector
 Fred Cooper, Box 662 Receiver
 Fred C. McDonald, Box 662 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
 G. K. Bates, 123 N. Barbee St. Master
 Alexander Barr, 1128 Oak St. Secretary
 G. K. Bates, 123 N. Barbee St. Collector
 John Haggart Receiver
 W. F. Strode, 216 So. Barbee St. Mag. Agent

154. McKEEN; Ottawa, Kansas.

Meets in K. P. Hall on 2d and 4th Sundays at 2 P. M.
 Wm. L. Miller, 718 N. Main St. Master
 A. L. Beardsley, 810 King St. Secretary
 Wm. R. Knickerbocker Collector
 Arthur Hill Receiver
 Wm. D. Frisby, 637 Ann St., Wyandotte
 Kan. Mag. Agent

56. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
 M. P. Gibson, Box 256 Master
 J. H. Coleman, Box 256 Secretary
 L. T. Branham, Box 256 Collector
 R. F. Wright, Box 256 Receiver
 B. L. Bentley, Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 H. P. Matthews, L. Box 201 Secretary
 H. P. Matthews, L. Box 201 Collector
 B. E. Flaherty Receiver
 G. H. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
 Tim. Teahen, 447 Clinton St. Master
 J. Nopper, 217 Crogan st. Secretary
 E. Heidenrich, 124 Hastings St. Collector
 J. Nopper, 217 Crogan St. Receiver
 Peter Sewell, 199 Orleans St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets every Saturday at 7:30 P. M., at Simmons' Hall, cor. Summer and Union Sts.
 J. W. Sullivan, 518 High St. Master
 G. F. Duffinger, 1033 S. College St. Secretary
 Fayett Enoch, 1202 S. College St. Collector
 F. G. Harrison, 607 Stevenson Ave. Receiver
 W. D. Blodsoe, 11 Joseph Ave. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, Third and Main Sts., 2d and 4th Sundays at 2 P. M.
 Morris Hoffman, 305 Olive St. Master
 Edgar G. Hitcher, 981 Canal St. Secretary
 Robert T. Skinner, 519 Harriet st. Collector
 John K. Taylor, 109 Lincoln Ave. Receiver
 Jerry Burke, 606 S. 8th st., Terre Haute, Mag. Agent

161. HERALD; Burlington, Iowa.

Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
 C. C. Maxwell, 1022 S. Fourth St. Master
 P. Marsell, 221 S. Eighth St. Secretary
 S. J. Eccles, 906 Angular St. Collector
 S. W. Bower, Round House Receiver
 W. B. Strain, 1308 Madison St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Wednesday at 7:30, and 1st Sunday at 2 P. M.
 D. F. Wagner, 208 Fourth St. Master
 Chas. E. Platt, 211 Third St. Secretary
 D. F. Wagner, 208 Fourth St. Collector
 A. H. Gordon, 286 Beardsley Ave. Receiver
 F. Roderick, 1005 So. 2d St. Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets every Friday at 7 P. M., at Masonic Hall.
 Tim Carder Master
 DeWitt Hope, Box 56 Secretary
 A. J. Englehart Collector
 D. B. Rathfon, Box 56 Receiver
 J. Flaherty Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
 S. E. Mooshammer Master
 C. E. Blair Secretary
 B. H. Murch Collector
 J. J. Derck, Box 202 Receiver
 W. H. Weber, Box 324 Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 Albert E. Kouth Master
 G. W. Adams Secretary
 Geo. B. Richardson Collector
 W. H. Dailey Receiver
 J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday evening.
 W. G. Cox Master
 F. Zeppenfeld, Box 523 Secretary
 C. W. Hammond Collector
 C. C. Robertson, Box 844 Receiver
 P. F. Murphy, Box 378 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in I. O. O. F. Hall 1st and 3d Mondays.
 J. W. Reedy, Albina, Ore. Master
 Wm. Birkett, Box 242 Secretary
 G. A. Ferguson, L. Box 332 Collector
 Jno. Belat Receiver
 H. P. Smith, L. Box 347 Magazine Agent

- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. Moriarty, Portage, Wis. Master
Frank Krause, Box 214, Portage, Wis. Secretary
E. J. Gerstenkorn, Box 342, Portage, Wis. Collector
Thomas Cawley, 522 Mill st. Receiver
Frank Krause, Box 214, Portage, Wis., Mag. Agent
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
C. S. Graham, 31 S. Division St. Master
W. N. Kiely, 20 Oak St. Secretary
H. S. Haynes, 45 Hill St. Collector
A. H. Spencer, 18 Elm St. Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent
- 170. PRAIRIE; Huron, Dakota.**
Meets in Odd Fellows Hall on 2d and 4th Sundays at 8 P. M.
Geo. E. White, 357 E. 3d st. Master
Geo. E. Coon, Box 909 Secretary
L. L. Neibling, Box 784 Collector
Jos. C. Graff, Box 168 Receiver
Wm. A. Brown Magazine Agent
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
F. M. White, Box 606 Master
D. W. Duncan, Box 167 Secretary
T. W. Hennessy, Box 167 Collector
F. M. White, Box 606 Receiver
T. W. Hennessy, Box 167 Magazine Agent
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays.
T. W. Turner, 544 Wellington St. Master
J. G. Armstrong, Richmond Lodge Secretary
F. W. Morrison, C. P. R. R. Shops Collector
H. Handysides, Hintonbury via Ottawa, Ont. Receiver
Alex. McCuaig, 56 Ottawa St. Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday at 7:30 P. M. in B. of L. F. hall.
Chas. McCauley Master
Isaac C. Heustis Secretary
John C. Bull, Williams, Ariz. Collector
C. F. Evans, Coolidge, N. Mex. Receiver
E. W. Davis Magazine Agent
- 174. HARRISBURG; Harrisburg, Pa.**
Meets Cor. Third and Cumberland Sts., over Merchants' Bank, 2d and 4th Sundays at 1 P. M.
Wm. H. Morne, 1504 N. 6th St. Master
H. O. Motter, 1720½ N. Third St. Secretary
H. J. Roberts, 508 Riley St. Collector
Wm. Blessing, 422 Riley St. Receiver
H. S. Gingrich, 1413 Wallace St. Magazine Agent
- 175. TAYLOR; Newark, Ohio.**
Meets in O. E. C. Hall at 12½ North 2d St., every Wednesday at 7 P. M.
A. A. Hickerson, 58 N. First st. Master
John Adkins, Box C Secretary
W. E. Stone, Box C Collector
John Adkins, Box C Receiver
C. D. Tomlinson Magazine Agent
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays of each month
A. G. Turley, Box 61 Master
W. F. Gorman, Box 286 Secretary
C. E. Porter, Box 41 Collector
W. F. Gorman, Box 286 Receiver
C. E. Porter, Box 41 Magazine Agent
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
H. L. Morton, Box 214 Master
G. M. Lovett Secretary
O. J. Leach, Box 184 Collector
G. M. Lovett Receiver
O. J. Leach, Box 184 Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets in Emporium Hall Tuesdays, at 8 P. M.
Leonard W. Kessler, 223 N. 3d St. W. Master
Chas. Cowan, Rio Grande Hotel Secretary
Geo. M. Edwards, D. & R. S. shops Receiver
F. A. Featherston, D. & R. S. shops Collector
Arthur W. Roberts, D. & R. S. shops, Mag. Agent
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays.
W. Spohr, Box 6 Master
J. K. Robinson, 730 N. Tenth St. Secretary
Geo. Hinkle, Box 490 Collector
J. K. Robinson, 730 N. 10th st. Receiver
I. M. Freese, 18st., bet. V and W St. Magazine Agent
- 180. THREE STATES; Cairo, Ill.**
Meets cor. 12th st. and Washington Ave., 2d and 4th Sundays.
J. C. O'Connell, 306 Twenty-First St. Master
G. B. Vincent Secretary
M. J. Kiley, 714 Cedar St. Collector
A. J. Jaekel Receiver
J. C. O'Connell Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
Thomas Farley Master
Alex. Hobson Secretary
Thomas H. Cosford Collector
James Nicholson Receiver
Alex. Dunbar Magazine Agent
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
John Ford, 461 W. 18th St. Master
A. H. Gifford, 1815 Myrtle St. Secretary
W. E. Ross, 68 W. Thirteenth St. Collector
Chas. Fitzmorris, 63 W. 18th St. Receiver
Chas. Fitzmorris, 63 W. 18th St. Magazine Agent
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets in Engineer's Hall alternate Thursday evenings.
J. M. Gaines, Box 152 Master
S. A. Hohman, Box 32 Secretary
W. T. Wade Collector
H. I. Miller, Box 154 Receiver
D. A. Carver, Box 301 Magazine Agent
- 184. LIMA; Lima, Ohio.**
Meets every Sundays at 1:30 P. M. in Irish Block.
E. L. Melhorn Master
W. J. Dunn, 178 S. Jackson St. Secretary
Joe Bowsher, Box 777 Collector
John E. Myers, 639 S. Main St. Receiver
S. H. Harting, 601 N. Union St. Magazine Agent
- 185. FIDELITY; Delphos, Ohio.**
Meets in Beyer's Hall every Sunday at 2 P. M.
W. S. Miller, Box 311 Master
J. F. Hallsey, Box 311 Secretary
J. B. Grove, Box 143 Collector
A. J. Hogarth, Box 311 Receiver
J. B. Grove, Box 143 Magazine Agent
- 186. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 334 State St., 1st and 3d Sundays of each month.
G. M. Blackburn, 356 W. Forty-third St. Master
Jas. Manning, 534 Root St. Secretary
J. E. Callaghan, 2538 Butterfield St. Collector
Wm. Stack, 2323 Shields ave Receiver
F. J. Northrup, 1522 Wabash Ave Magazine Agent
- 187. LITTLE GIANT; Charleston, Ill.**
Meets in Firemen's Hall 1st and 3d Sundays.
Harry Douglass Master
Samuel Prater Secretary
Harry Douglass Collector
J. F. McDougal Receiver
Morgan Callahan Magazine Agent
- 188. S. S. MERRILL; Chicago, Ill.**
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W. Lake St.
E. P. Tobias, 27 N. Oakley street Master
Wm. O. Cleveland, 100 Washtenaw ave., Secretary
Geo. P. Smith, 42 Artesian ave. Collector
H. Price, 1035 W. Madison St. Receiver
L. L. Gay, 1069 Fulton st Magazine Agent

- 189. BALDWIN; Ft. Howard, Wis.**
Meets 2d and 4th Sundays, 3 P. M.
H. L. Nichols, L. Box 39 Master
D. E. Hogan Secretary
Jay Parkinson, Box 286, Green Bay, Wis. Collector
M. Sheehy Receiver
Geo. Shequin Magazine Agent
- 190. FERGUSON; Mitchell, Dakota.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
William M. Smith, Box 677 Master
John F. Stoddard Secretary
Edward Smith, Sanborn, Iowa Collector
Emmet Wentworth, Sanborn, Iowa Receiver
Edward Smith, Sanborn, Iowa Magazine Agent
- 191. CUSTER; Livingston, Montana.**
Meets every Wednesday at 7:30 P. M., at Thompson's Hall.
W. T. Field, L. Box 54 Master
W. F. Kontz, L. Box 16 Secretary
H. K. Mayhew, L. Box 16 Collector
E. J. Healey, Billings, Montana Receiver
J. Martin, L. Box 16 Magazine Agent
- 192. MT. TACOMA; New Tacoma, Washington Ter.**
Meets 2d and 4th Sundays of each month.
J. S. Moss, 912 Tacoma Ave. Master
F. M. Sisson Secretary
J. M. Hughes Collector
J. S. Moss, 912 Tacoma Ave. Receiver
F. H. Andrews, 1733 E St. Magazine Agent
- 193. J. B. MAYNARD; Albina, Oregon.**
Meet in Hill's Hall, 2d and 4th Sundays.
J. R. Clark, E. Portland, Oregon Master
H. W. Hall, Box 287, East Portland, Oregon Secretary
D. J. Byrne, Box 287 East Portland, Oregon Collector
H. W. Hall, Box 287, East Portland, Oregon Receiver
J. F. McQuaid, McMinnville, Ore. Mag. Agent
- 194. BONANZA; Missoula, Montana.**
Meets every Monday night in I. O. O. F. Hall
C. H. Marsh, Box 45 Master
E. L. Hollister, L. Box 24 Secretary
Milton Cheney Collector
H. N. Smith Receiver
Samuel Gardner Magazine Agent
- 195. RE-ECHO; Montpelier, Idaho.**
Meets in K. of L. Hall Fridays, at 7:30 P. M.
S. L. Wyson Master
J. E. Toner Secretary
Ed. Purcell Collector
James Duffy Receiver
James Duffy Magazine Agent
- 196. CLOUD CITY; Leadville, Colo.**
Meets 2d and 4th Fridays at 8:00 P. M., in G. A. R. Hall.
Wm. Braden, 204 W. 5th St. Master
S. W. Burdick, Box 330 Secretary
H. C. Newell Collector
H. A. Huddleston, Box 330 Receiver
George Moore, Box 330 Magazine Agent
- 197. RIVERSIDE; Savanna, Ill.**
Meets 1st and 3d Sunday of each month.
Clarence Latham, Box 446 Master
Ira M. Hurless, Box 79 Secretary
Ira M. Hurless, Box 79 Collector
Wm. K. Lord, Box 147 Receiver
Ira M. Hurless, Box 79 Magazine Agent
- 198. MAPLE CITY; Norwalk, Ohio.**
Meets 1st and 3d Sundays.
V. C. Fitzsimmons Master
H. P. Bayley Secretary
John Templar Collector
E. E. Bishop, Box 765 Receiver
Geo. J. Brown, 111 n-w 8th St. Magazine Agent
- 199. MAHONING; Youngstown, Ohio.**
Meets every other Sunday evening in Union Veteran Hall, Federal Street.
D. Heinselman Master
J. B. Mawby Secretary
J. B. Mawby Collector
W. G. Raney, 189 Hine St. Receiver
J. B. Reese, 1235 Emma St. Magazine Agent
- 200. GREAT SOUTHERN; Meridian, Miss.**
Meets every Monday evening at 7:30 in B. of L. E. Hall.
M. R. Curry, Box 210 Master
P. McHale, N. O. & N. E. Shops Secretary
J. Finn, 309 N. Fourth Ave. Collector
Jas. Raspberry Receiver
Chas. R. Lewis, 659 Rampart St., New Orleans, La. Magazine Agent
- 201. FRIENDLY HAND; Jackson, Tenn.**
Meets 1st and 3d Wednesday nights of each month in K. of P. Hall
D. W. Shea Master
J. L. Jones Secretary
Tim Coughlin Collector
J. L. Jones Receiver
J. D. Bledsoe Magazine Agent
- 202. SCIOTO; Chillicothe, Ohio.**
Meets in Clough's Hall 1st Sundays at 2:30 P. M., and 3d Mondays at 7 P. M.
Sehon B. Cook, 338 E. Second St. Master
Lewis Gettle, Jr., 86 N. Sugar St. Secretary
Albert Maunell, 364 Second St. Collector
Frank Willis, 381 E. Main St. Receiver
C. W. Sanders Box 1281 Magazine Agent
- 203. GARFIELD; Garrett, Ind.**
Meets every Friday at 7:30 P. M.
Thomas Cunningham, Box 70 Master
W. K. George Secretary
M. W. Smith Collector
Frank Whiteman, Box 28 Receiver
F. Whiteman, Box 28 Magazine Agent
- 204. COTTON BELT; Jonesboro, Ark.**
Meets at Stacy Hall, every Monday at 7 P. M.
A. Donnigan Master
L. D. Roberts, L. Box 165 Secretary
Ambrose Donigan Collector
L. D. Roberts, L. Box 165 Receiver
W. B. Williamson Magazine Agent
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
J. R. Musselman, 620 Branner St. Master
C. A. Marsh, 203 Chandler St. Secretary
J. K. Mullins Collector
J. R. Musselman, 620 Branner St. Receiver
John Symington, 207 Hancock St. Mag. Agent
- 206. FORT PICKERING; Memphis, Tenn.**
Meets first Monday and third Saturday of each month at Miller's Hall, corner Fifth and Jackson streets.
E. J. Hatch, 809 Main St. Master
Dan S. Ramsey, 328 Union St. Secretary
Wm. J. Jobe, K. C. M. & B. R. R. Collector
D. S. Ramsey, 328 Union St. Receiver
Walter E. Owens, 787 Main St. Mag. Agent
- 207. LOYAL; Meadville, Pa.**
Meets in Arcanum Hall 1st and 3d Thursdays, and 2d and 4th Wednesdays.
Thos. S. Taylor, 767 Stewart St. Master
Chas. W. Higgins, Box 470 Secretary
Thos. Newberry Collector
Thos. Taylor, 767 Stewart St. Receiver
Wm. C. Curtis, Vallowia, Pa. Magazine Agent
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in C. M. B. A. Hall; alternate Tuesday and Saturday evenings.
John Hill, Box 82 Master
J. J. Lannan, Box 131 Secretary
Martin Griffin Collector
Daniel Creegan Receiver
C. A. Allen Magazine Agent
- 209. SARATOGA; Whitehall, N. Y.**
Meets alternate Sundays in Engineer's Hall, Breet's building.
W. R. Combs Master
D. H. LaCrosse, Box 366 Secretary
H. W. Collins, Box 274 Collector
Thos. Dorcal Receiver
W. C. Holloway Magazine Agent

- 210. 18-K; Schenectady, N. Y.**
Meets every other Thursday in McCamus' Hall.
J. E. VanVranken, Box 497 Master
Charles R. Weeks, Box 497 Secretary
Homer Eysnar, Box 646 Collector
Timothy Smith, Box 497 Receiver
John W. Vrooman, Box 497 Magazine Agent
- 211. ONOKO; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.
S. F. Milheim, 436 Center St Master
W. H. McCormick, 425 Delaware St Secretary
James B. Morris, 711 Wilkes Barre St Collector
A. J. Mickley, 725 Berwick St Receiver
E. A. Seek, 823 Berwick St Magazine Agent
- 212. EMPIRE; Watertown, N. Y.**
Meets in Good Templars Hall 2d and 4th Sundays.
T. H. Lynch, 101 Factory St Master
H. A. French, 414 W. Dominick St., Secretary
Rome, N. Y. Collector
T. H. Lynch, 101 Factory St Receiver
G. B. Walker, 71 Arsenal St Magazine Agent
- 213. WEST SHORE; Frankfort, N. Y.**
Meets alternate Sundays in Joslin Block.
M. J. Melroy Master
J. A. Zollner Secretary
W. J. Weller, Box 597 Collector
B. Flansburg, Box 27, Coeyman Junction, N. Y. Receiver
D. P. Gillen, Canajoharie, N. Y. Mag. Agent
- 214. ORIOLE; Baltimore, Md.**
Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.
Albert F. Gibbons, 415 Fifth St Master
J. W. Akehurst, 442 Federal St Secretary
B. L. Carnan, 306 E. Lanvall street Collector
J. N. Jones, 1100 Barclay St Receiver
F. Gibbons, 1838 Wirt St Magazine Agent
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in Vaughn's Hall 2 and 4th Sundays at 12:30 P. M.
W. R. Taber, 222 Fourth St Master
J. W. Reed, 92 Second St Secretary
C. P. Lowell, 355 Broadway, Greenbush, N. Y. Collector
F. P. Brooksby, 80 Washington St., Greenbush, N. Y. Receiver
C. P. Lowell, 355 Broadway, Greenbush, N. Y. Magazine Agent
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sunday in each month in Grand Army Hall, at 11:30 A. M.
Geo. W. Alden, 84 Mt. Vernon St Master
O. A. Pope, F. R. R. Engine House, Fitchburg, Mass Secretary
W. H. Cone Collector
Geo. W. Alden, 84 Mt. Vernon st Receiver
O. A. Pope, F. R. R. engine house Mag Agent
- 217. HEADLIGHT; Brasil, Ind.**
Meets in K. P. Hall 2d and 4th Sunday afternoons.
Wm. K. Larr, Box 242 Master
Elmer P. Collins Secretary
G. L. Cook Collector
W. S. Cook Receiver
Wm. H. Johnson, Brasil, Ind Magazine Agent
- 218. PIKES PEAK; Colorado City, Colo.**
Meets every Sunday at 12:30 P. M.
Wm. D. O'Brien Master
Wm. Walker Secretary
Amos Allen Collector
Thos. F. Burns, Box 822, Colorado Springs, Receiver
Wm. Walker Magazine Agent
- 219. SMOKEY CITY; Allegheny, Pa.**
Meet every Monday at 2:30 P. M., Cor. Bidwell and Pennsylvania Ave.
E. D. Cawley, 290 Franklin St Master
C. Peterson, 176 Fulton St Secretary
Ed. F. McCarty, 2 Refuge St Collector
John T. Sweeney, 227 Washington ave. Receiver
B. Beeson, 271 Franklin St Magazine Agent
- 220. PROVIDENT; Sunbury, Pa.**
Meets 1st and 3d Sundays, in Cooper Hall.
Bailey Kennedy Master
C. A. Richards Secretary
A. C. Mitchell Collector
C. C. Bowen, Sunbury, Pa Receiver
Harvey Buck, 1835 Franklin Place, Harrisburg, Pa Magazine Agent
- 221. HUBON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 3d and 4th Tuesdays at 8 P. M.
T. Elliott Master
E. J. Everett, Box A Secretary
F. J. Burgess Collector
Wm. K. Forbes Receiver
Chas. Farmer Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets at G. A. R., Child's block, 1st and 3d Sundays at 2 P. M.
C. W. Gardner, Box 738 Master
O. G. Anderson, Box 49 Secretary
Charles Taft Collector
O. G. Anderson, Box 49 Receiver
 Magazine Agent
- 223. ASHLAND; Lexington, Ky.**
Meets 1st and 3d Thursdays in I. O. O. F. Hall.
Thos. J. Kane, 299 E. Main St Master
Frank Brandt, 227 E. Main St Secretary
S. W. Malick, 199 E. Main St Collector
Frank Brandt, 227 E. Main St Receiver
S. W. Malick, 199 E. Main St Magazine Agent
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets 2d and 4th Sundays at 8 P. M. at Odd Fellows Hall.
Abe Vogel, L. Box 944 Master
Hubert Ganz Secretary
John Mouran Collector
Abe Vogel, L. Box 944 Receiver
J. A. Dickinson, Box 1128 Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
Meets every Monday night in Smith's Hall.
Burton Wheatley Master
W. H. Wadland Secretary
Con Goulding Collector
Will Blannerhassett Receiver
T. L. Drummond Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays at 8 P. M.
L. C. Overhiser Master
W. M. Nicol, L. Box 230 Secretary
J. Barry Collector
W. M. Nicol, L. Box 230 Receiver
J. H. Duncan Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets 1st Wednesday and 4th Saturday at 7:30 P. M. at Stevens' Hall, North Chenango St.
Wm. A. Wrigley, 23 Doubleday St Master
G. B. Warner, 80 Lewis St Secretary
Wm. A. Wrigley, 23 Doubleday St Collector
Theodore Haskins, 30 Virgil St Receiver
G. B. Warner, 80 Lewis St Magazine Agent
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M., in the First National Bank, No. 332 Lackawana ave.
Chas. H. Travis, 716 Adams ave. Master
J. G. Burnett, 405 North Main St., West Scranton Secretary
E. M. Tewksbury, 231 Fairview Ave, Hyde Park Collector
Judson Bayly, 514 E. Market St Receiver
A. R. Woodward, 228 N. 9th St Mag. Agent
- 229. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
E. D. Russell, 124 Bleecker st Master
J. G. Agans, Box 383, Canastota, N. Y. Secretary
J. J. Quirk, 13 1/2 Albany st Collector
A. E. Pease, 42 Mohawk st Receiver
J. G. Agans, Box 383, Canastota, N. Y. Mag Agent
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.
Geo. W. Gilkerson, Livingston Ave. above Ontario St Master
Geo. M. Jeffers, 38 Ontario St Secretary
Geo. W. Gilkerson, 587 Livingston Ave. Collector
Geo. M. Jeffers, 38 Ontario St Receiver
Geo. Heckman, 108 Western Ave Mag. Agent
- 231. DELAWARE; Wilmington, Delaware.**
Meets 1st and 3d Sundays at 2:30 P. M., corner Third and King Streets.
E. M. Sargent 618 west 4th St Master
G. H. Larimore, 405 Lombard St Secretary
George Clarey, 1011 Lombard St Collector
G. H. Larimore, 405 Lombard St Receiver
E. J. Gordon, 621 Lombard St Mag. Agent

- 223. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays of each month, at 1 P. M., in K. of H. Hall.
D. H. Smith, Box 1431 Master
W. H. Tidaback, Box 1431 Secretary
W. J. Herlihy Collector
S. Gildersleve, Box 1431 Receiver
H. B. Weedon, Drawer 104, Norwich, N. Y. Magazine Agent
- 223. GLAD TIDINGS; Moncton, New Brunswick.**
Meets 1st Saturday evening and 3d Sunday afternoon in Victoria Hall.
Frank Probert Master
Kenneth Campbell, Box 286 Secretary
Wm. H. Gay Collector
Richard H. Coggan, Box 81 Receiver
John Stewart, Jr. Magazine Agent
- 224. NORTH BAY; North Bay, Ontario.**
Meets 1st and 3d Sundays, in E. of L. F. hall,
W. R. Boucher Master
W. J. Thurlow, 119 Main St. Secretary
Wm. H. Hollandal Collector
H. G. Reid Receiver
John Beattie Magazine Agent
- 225. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 28th St. and Penn Ave. every Sunday at 2 P. M.
James W. Murphy, 3491 Denny St. Master
Peter S. Williams, 2803 Penn Ave. Secretary
Wm. J. Adams, Arch St. above 28th Collector
Henry B. Duff, corner Smallman and 28th St. Receiver
Robert O. Ferren, 2803 Penn at Magazine Agent
- 226. HINTON; Hinton, West Virginia.**
Meets 1st and 3d Wednesdays at 1:30 P. M. and 2d and 4th Saturdays at 7:30 P. M.
Wm. A. Callahan Master
J. R. Nutty Secretary
John P. Steele Collector
J. R. Nutty Receiver
Julius Grether, Box 118 Magazine Agent
- 227. CENTRAL PARK; Central Park, Ill.**
Meets 1st and 3d Sundays, in Tilton's Hall.
Ben Dean, Box 101 Master
M. J. O. L. Kennedy, 549 W. Ohio St., Chicago, Secretary
M. J. O. L. Kennedy, 549 W. Ohio St., Chicago, Collector
Thad. Chew Receiver
Horace Brink Magazine Agent
- 228. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
H. C. Kehliman, 1134 Jefferson St. Master
Henry Kortz, S. 5th St. Secretary
Ambrose E. Mercer Collector
H. C. Kehliman, 1134 Jefferson St. Receiver
Henry Kortz, S. 5th St. Magazine Agent
- 229. BUCKEYE; Delaware, Ohio.**
Meets 2d and 4th Sundays, in Reid & Powell's Hall.
Frank L. Volk, Box 782 Master
James J. Quinlan, Box 405 Secretary
John J. Jennings Collector
Jas. B. Healy Receiver
James J. Quinlan, Box 405 Magazine Agent
- 240. GILBERT; Jackson, Mich.**
Meets every Monday at 7:30 P. M.
Geo. E. Chapman, Hamlin St., between Cooper and Milwaukee Sts. Master
John H. Bentley Secretary
M. A. Henry, 327 Quarry St. Collector
D. Green, 211 Orange St. Receiver
George Holden, 205 Beech st. Magazine Agent
- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel Laurel St.
John Gleam, Box 300 Master
P. C. Hagerty, Box 300 Secretary
John McCall, Box 300 Collector
Andrew Krapf, Box 300 Receiver
John J. Pickering, Box 300 Magazine Agent
- 242. WHEATON; Elmira, N. Y.**
Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.
W. M. Bacon, 311 South Ave. Master
Chas. Barker, 370 McGee St. Secretary
M. C. Ward, 157 S. Second St. Collector
J. H. Bartholomew, 108 Ferris St. Receiver
Daniel Keefe, 380 W. Fifth St. Magazine Agent
- 243. J. H. SELBY; Texarkana, Texas.**
Meets every Sunday at 2 P. M.
W. F. Rowe, Texarkana, Ark. Master
S. A. Oliver, Texarkana, Ark. Secretary
J. M. Painter, Texarkana, Ark. Collector
E. H. Christman Glass Box 362, Texarkana, Ark. Receiver
E. H. Christman Glass, Box 362, Texarkana, Ark. Mag. Agent
- 244. T. P. O'BROURKE; Chicago, Ill.**
Meets 1st Thursday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson Sts.
C. Naylor, 97 Stewart Ave. Master
J. J. Deegan, 2236 Archer Ave. Secretary
Wm. Baxter, 657 W. 13 Place Collector
N. E. Naro, 5637 Atlantic St., Englewood, Ill. Receiver
P. C. Winn, 330 W. 12th St. Magazine Agent
- 245. GEORGIA; Savannah, Ga.**
Meets every Thursday at 7:30 P. M. and 3d Sunday at 2:30 P. M.
Joseph F. Dooner, 117½ Barnard St. Master
Adam Hutton, 117½ Barnard St. Secretary
Adam Hutton, 117 Barnard St. Collector
Fleming Goolahy, 212½ Harris St. Receiver
J. J. Gordon, 101½ Montgomery St. Mag Agent
- 246. MACON; Macon, Ga.**
Meets at M. & W. depot every Sunday.
W. M. Walker, 1225 Fourth St. Master
John Taylor, 553 Boundry St. Secretary
James Boatwright, 454 Oak St. Collector
Jas. M. Pool Receiver
E. B. Shell, 1315 Fourth St. Magazine Agent
- 247. KENNESAW; Atlanta, Ga.**
Meets every Sunday at 2 P. M., at 49½ Broad St.
W. H. Hollingsworth, 380 Houston St. Master
Henry J. Young, 142 Mongum St. Secretary
S. N. Pitchford, 58 Smith St. Collector
John M. Baird, 194 Powers St. Receiver
Geo. Fechter Magazine Agent
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at 1:30 P. M., in G. A. R. Hall.
C. A. Mahan, Box 767 Master
J. S. Brown, Box 704 Secretary
Wm. Rose Collector
H. L. Adams, Box 587 Receiver
Chas. Welsell, Box 530 Magazine Agent
- 249. CALUMET; South Chicago, Ill.**
Meets 2d and 4th Sundays at 7:30 P. M., in Engineer's Hall, South Chicago.
Samuel T. Hooper, Judd, Cook Co., Ill. Master
Hugo Logan, Judd, Cook County, Ill. Secretary
Hugo Logan, Judd, Cook County, Ill. Collector
J. W. Swartzell, Judd, Cook County, Ill. Receiver
O. J. Austin, Judd, Cook Co., Ill. Mag. Agent
- 250. GOLDEN LINK; Wilkesbarre, Pa.**
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
E. A. Relley, Ashley, Pa. Master
W. C. Dougherty, 71 Kidder St. Secretary
W. C. Dougherty, 71 Kidder St. Collector
C. Vanwhy, Ashley, Pa. Receiver
Elmer E. Butz, Ashley, Pa. Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets at Stahl's Hall 1st and 3d Sundays.
Theo. Lindenmuth East Mauch Chunk Master
John McAllister, Box 275 Secretary
L. H. Yetter, Box 275 Collector
C. Roberts, Box 275 Receiver
L. H. Yetter, Box 275 Magazine Agent
- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
Harry M. Hinkle Master
Frank Stocker Secretary
Geo. W. Ewing Collector
Martin M. Hinkle Receiver
H. A. Bennett, Box 531 Magazine Agent

- 253. TRENTON; Trenton, N. J.**
Meets in Bayard Post No. 8, G. A. R. room at 24 E. State St. 1st and 3d Sundays of each month.
John Hatfield, 47 Hart Ave. Master
Robert Stackhouse, 697 Broad St. Secretary
Thos. H. Decator, 45 Hart Ave. Collector
Frank P. Parsons, 175 Brunswick Ave. Receiver
Wm. C. Massey, 187 Passaic St. Magazine Agent
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays, at 7:30 P. M. in Masonic Hall.
W. H. Roberts Master
C. T. Crippen, Box 171 Secretary
P. J. Farrell Collector
J. P. Hoff, Box 547 Receiver
H. F. Reinhoehl, Box 524 Magazine Agent
- 255. NEIGHBOR; McCook, Neb.**
Meets in Masonic Hall 1st and 3d Wednesdays, and 2d and 4th Saturdays.
Ernest McConnell, Box 154 Master
I. W. Jackson, Box 95 Secretary
I. W. Jackson, Box 95 Collector
G. A. Tolander, Box 531 Receiver
Frank McAdams, Box 216 Magazine Agent
- 256. HIGH LINE; Como, Colo.**
Meets every Thursday 8 P. M. in McFarlin Hall.
B. Bowerman Master
G. W. McAleer, Box 47 Secretary
M. S. Mathes Collector
G. W. McAleer, Box 47 Receiver
G. A. Milroy Magazine Agent
- 257. KIT CARSON; Batoon, New Mexico.**
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
John W. Cullen Master
Alfred R. Cullen Secretary
B. F. Pine Collector
James McPherson Receiver
Chas. Miller, Box 56 Magazine Agent
- 258. KENO; Nickerson, Kansas.**
Meets in Odd Fellows Hall every Thursday evening at 7:30.
A. E. Leighty Master
J. S. Wood, L. Box 18 Secretary
Jas. Banton Collector
A. S. Ritenour Receiver
E. A. Devaux Magazine Agent
- 259. D. J. CHASE; Ashland, Wis.**
Meets 1st and 3d Sundays at 2 P. M., in Good Templars' Hall, Cor. 2d and 4th Ave., west.
W. Buckley, 602 Prentice Ave. Master
Wm. Lamb, 309 Willis Ave. Secretary
J. W. Lairdon, 1418 St. Clair St. Collector
M. J. Wilson, 307 Seventh Ave., east Receiver
T. A. Hubbell, 204½ W. 2d St. Magazine Agent
- 260. CALIFORNIA; Sacramento, Cal.**
Meets 2d and 4th Tuesdays in Red Men's Hall, Masonic building, 6th and K Sts.
E. Kunz, 1811 Ninth St. Master
G. E. Hanford, Box 107 Secretary
C. W. Cox, 1517 N St. Collector
J. D. Cummings, Box 107 Receiver
G. E. Hanford, Box 107 Magazine Agent
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets 1st Sunday 3d Tuesday in Masonic hall.
Morgan Feathers, Box 110 Master
Israel Cook, Box 87 Secretary
Wm. Hanway Collector
Frank Ewing Receiver
George S. Lewis, Box 108 Magazine Agent
- 262. QUEEN CITY, West Toronto Junct., Ont.**
Meets 1st and 3d Mondays, and 2d and 4th Tuesdays at Carlton Hall.
W. B. Ritchey, Box 61 Master
John Donaldson Secretary
William Hyndman, Box 61 Collector
John Price Receiver
A. Madden Magazine Agent
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at Alamo Hall.
Henry J. Minnis Master
B. M. Bridgewater, Lox Box 10 Secretary
B. C. Melson, Box 10 Collector
A. E. Alkman, Box 10 Receiver
A. Brownson Magazine Agent
- 264. J. K. GILBREATH; Butte City, Montana.**
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
Joseph Byrne, Box 4, South Butte Master
Peter Grant, South Butte Secretary
Geo. Tyndall, Box 832 Collector
C. H. DeCamp, Box 5, South Butte Receiver
Mac. Hasking, South Butte, Mon Mag. Agent
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meets 1st and 3d Sundays at 2:30 P. M. in I. O. O. F. Hall.
H. Norris, 59 River avenue Master
G. P. Downey, 13 Wenham avenue Secretary
Walter Follett Collector
J. Kitzelman, 68 California St. Receiver
Elmer E. Decker, 447 S. Division St. Mag. Agent
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meets 1st and 3d Mondays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
J. E. Moquin Master
H. O. Fuller, L. Box 81 Secretary
L. Kittell Collector
Laurence Hoffman Receiver
Laurence Hoffman Magazine Agent
- 267. ENDEAVOR; Algiers, La.**
Meets at Castle Hall every Thursday at 7:30 P. M.
M. H. Brown, 78 Webster Ave. Master
Wm. Maguire, 54 Vallette St. Secretary
A. H. Flynn, 87 Pacific avenue Collector
W. T. Donner, 115 Pacific Ave Receiver
A. H. Flynn, 87 Pacific Ave Magazine Agent
- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn Master
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn Secretary
Jas. Harrington, 810 Long St. Collector
Tim O'Leary, 1805 Patterson st., Nashville, Tenn Receiver
- 269. O. K.; Cincinnati, Ohio.**
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
Jas. F. Luddon, 110 Cass St. Master
R. K. McKenzie, 151 Baymiller St. Secretary
W. C. Conn Collector
G. S. Kershner, 1384 Greenup St., Covington, Ky Receiver
Ed. Cullen, 27 Budd St. Magazine Agent
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
S. B. Thompson, 2216 Cedar Ave. Master
C. D. Fultz, 2808 17th Ave., south Secretary
A. M. Getchell, 27 Second St. S. Collector
Chas. Kraft, 2116 Twenty-Ninth St. S. Receiver
Ambrose Powell, 3020 28th Ave. So., Mag. Agent
- 271. BYEAM; Stanhope, N. J.**
Meets in Drake's Hall 2d and 4th Sundays at 4 P. M.
R. A. Trezise, Box 30, Port Morris Master
Wm. Weller, Box 25, Port Morris Secretary
W. H. Blanchard, Port Morris Collector
Wm. Weller, Box 25, Port Morris Receiver
M. T. Dickerman, Box 31, Port Morris, N. J. Magazine Agent
- 272. WILSON; Junction, N. J.**
Meets 1st and 3d Sundays, in Well's Hall.
Jno. S. Eveland, Jr. Master
J. E. Dineen Secretary
J. P. Butler Collector
J. B. Everett Receiver
John S. Eveland Magazine Agent
- 273. DENVER; Denver, Colo.**
Meets every Monday night in P. O. S. of A. Hall, corner 15th and Holladay Sts.
R. M. Huntington, 552 Santa Fe St. Master
H. J. Sweeney, 1043 Seventh St. Secretary
C. H. Curtis, 458 Clark St. Collector
W. J. Bratton 1245 Pimon St. Receiver
J. E. Nichols, 2221 Lawrence St. Magazine Agent
- 274. JACKSON; Clifton Forge, Va.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Odd Fellows Hall.
J. H. Wright Master
C. H. Butcher Secretary
E. B. Donovan Collector
J. H. White, 811 Stewart St., Staunton Receiver
E. R. Johnson Magazine Agent

- 275. LEE; Richmond, Va.**
Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays at 1:30 P. M.
Wm. J. Burke, N.N. & M.V. Round House, Master
W. A. Demaine, NN & M.V. Rd House . . . Secretary
W. R. Sanders, Carrington st, Crow's Hill,
Henrico co., Va. . . . Collector
Wm. J. Burke, NN & M.V. Round House . . . Receiver
W. R. Sanders, Carrington st, Crow's Hill,
Henrico co., Va. . . . Mag. Agent
- 276. REGINA; Vancouver, B. C.**
Meets every Monday evening in K. of P. Hall.
D. A. Morton . . . Master
Angus Morton . . . Secretary
Angus Morton . . . Collector
Fred Clutterbuck . . . Receiver
Harry Andrews . . . Magazine Agent
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
O. E. Adams, L. & N. Shops . . . Master
R. H. McCarty, L. & N. Shops . . . Secretary
R. H. McCarty, L. & N. Shops . . . Collector
Frank I. Carney, L. & N. Shops . . . Receiver
W. A. Crawford, L. & N. Shops . . . Magazine Agent
- 278. ANDERSON; Vicksburg, Miss.**
Meets 1st and 3d Tuesdays at 2 P. M. and 2d and 4th Fridays at 7 P. M.
H. J. Stanton, 817 Pearl St . . . Master
D. P. Weaver, 1107 S. Washington St. . . Secretary
E. E. Wright, 1107 S. Washington St. . . Collector
H. V. Nevills, 1107 S. Washington St. . . Receiver
E. Wright, 1107 So. Washington St. . . Mag. Agent
- 279. METEOR; McComb City, Miss.**
Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.
J. Lee Colton . . . Master
Eddie C. Fardish . . . Secretary
Eddie C. Fardish . . . Collector
Ike H. Martin, Box 87 . . . Receiver
E. M. Coe Box 87 . . . Magazine Agent
- 280. OZARK; Thayer, Mo.**
Meets Sundays at 9 A. M. in Sachs' Hall.
W. H. Lohnes, Box 237 . . . Master
Jacob Myers, Box 185 . . . Secretary
G. E. Beaumont . . . Collector
C. P. Countryman . . . Receiver
Henry I. Ogile . . . Magazine Agent
- 281. TUNNEL HILL; New Albany, Ind.**
Meets in Hedden's Hall 1st and 3d Sundays at 2 P. M.
W. S. Ashcroft, Box 75 . . . Master
W. H. Stephens, Box 75 . . . Secretary
W. H. Harles, Box 75 . . . Collector
W. H. Stephens, Box 75 . . . Receiver
John S. Keane, Box 75 . . . Magazine Agent
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meets in Lotta Hall on 1st and 3d Sundays at 2:30 P. M.
J. T. Worham . . . Master
Calvin Minniear . . . Secretary
Wm. Couplau . . . Collector
D. Aldridge . . . Receiver
J. T. Worham . . . Magazine Agent
- 283. LACKAWANNA; Great Bend, Pa.**
Meets in Kestler's Hall 2d Sunday and 4th Wednesday.
F. J. May, Box 139, Hallstead, Pa . . . Master
E. Edenger . . . Secretary
Thos. L. Connelly . . . Collector
H. P. Trowbridge, Hallstead, Pa. . . Receiver
S. H. Wells, Great Bend, Pa . . . Mag. Agent
- 284. ELM CITY; New Haven, Conn.**
Meets at Elk's Hall, 352 Chapel St. 1st Saturday and 3d Sunday afternoon.
E. A. Ferrell, 159 Rosette St . . . Master
E. S. Alling, 123 Cedar St . . . Secretary
W. H. Dellert, 43 Carlisle St. . . Collector
Wm. A. Pyle, 46 Arthur St . . . Receiver
Chas. A. Baldwin, 243 Greenwich Ave. . . Magazine Agent
- 285. CHARTEE OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month, Cor Pratt and Main Sts., in Bliss Hall.
H. L. Stearns, 4 Wooster St . . . Master
E. E. Bill, 27 Vine St . . . Secretary
B. A. Thayer, 112 Hopkins St. . . Collector
H. L. Stearns, 4 Wooster St. . . Receiver
J. H. Osmond, 40 Windsor St. . . Magazine Agent
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meets in B. L. E. Hall 2d and 4th Sundays at 2 P. M.
Wilfred Borland, 412 N. 4th St. . . Master
Adolphus Fixel, 1214 Miller St. . . Secretary
Robert Steiner, 675 N. 4th St. . . Collector
Wesley Beck, 912 N. Second St. . . Receiver
A. Fixel, 1214 Miller St. . . Magazine Agent
- 287. ALTOONA; Altoona, Pa.**
Meets every Sunday at 2 P. M. in Ott's Hall, 12th st. T. D. Trout, 2d ave. and 7th St. . . Master
J. C. Brode, 1004 Nineteenth St . . . Secretary
W. G. Miller, 1903 Union Ave . . . Collector
F. A. Davis, 1903 Union Ave . . . Receiver
P. F. Allen, 1213 Sixteenth avenue . . . Mag. Agent
- 288. EMMET; Etherville, Iowa.**
Meets 1st Sunday and third Monday at 7:30 P. M. in Masonic Hall.
Geo. Godden, Box 76 . . . Master
P. J. Sullivan, Box 48 . . . Secretary
A. L. Houlthouser, Box 5 . . . Collector
R. S. Robinson, Box 102 . . . Receiver
D. L. Post, Box 78 . . . Magazine Agent
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine . . . Master
Geo. Morgan, Box 575 . . . Secretary
Wm. H. Anyan . . . Collector
Wm. Edwards . . . Receiver
Wm. Edwards . . . Magazine Agent
- 290. MARION Hannibal, Mo.**
Meets in Emmet Hall, 2d & 4th Sundays at 7 P. M.
W. E. Miles, 1101 Church st. . . Master
L. R. Bickel, 510 Bluff st. So. . . Secretary
J. S. Hart, 412 Washington St . . . Collector
W. F. Ritter, 217 S. 4th St. . . Receiver
L. R. Bickel, 510 Bluff St. . . Magazine Agent
- 291. ATLANTIC; Brooklyn, N. Y.**
Meets 2d Saturday evenings and 4th Sunday mornings at Pythian Hall.
Geo. P. Smith, 46 Williams Ave., 28th ward, Master
Walter Jamison, 7 Perry Place . . . Secretary
John Logue . . . Collector
Thos. H. Smith, 707 Madison St . . . Receiver
Ed. Locke, Sackman St., bet. E. New
New York and Liberty Ave., Station
E., Brooklyn, N. Y. . . . Mag. Agent
- 292. POCAHONTAS; Holden, Mo.**
Meets in Odd Fellows' Hall, 2d and 4th Saturday.
W. M. Bedell . . . Master
G. R. Johnson . . . Secretary
W. A. Bedell . . . Collector
W. M. Bedell . . . Receiver
G. R. Johnson . . . Magazine Agent
- 293. LAFAYETTE; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2627 Fremont St . . . Master
W. J. Sharkey, 2008 Somerset St . . . Secretary
W. McLoughlin, 1521 Wood St . . . Collector
L. Faber, 808 Buttonwood St . . . Receiver
G. W. Nevill, 1541 Palmer St. . . Magazine Agent
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple, Box 262 . . . Master
G. W. Lynch, L. Box 324 . . . Secretary
O. G. Temple, Box 262 . . . Collector
J. T. Looney, 190 E. Main St., Lexington, Ky. . . Receiver
E. A. T. Watkins, Box 262 . . . Mag. Agent
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
J. V. Cunningham, 1314 Carry Ave. . . Master
A. R. Kough, 513 Twenty-third street, Rock Island, Ill. . . Secretary
A. R. Kough, 513 Twenty-third street, Rock Island, Ill. . . Collector
A. M. Kough, 513 Twenty-third street, Rock Island, Ill. . . Receiver
F. W. Duncan, 506 Brady St. . . Magazine Agent
- 296. IRON RANGE; Duluth, Minn.**
Thomas Kelly, Two Harbors, Minn. . . Master
Walter H. Bell, Box 269, Two Harbors, Minn. . . Secretary
P. J. McGuire, Two Harbors, Minn. . . Collector
J. G. Defond, 1916 W. Michigan St. . . Receiver
A. Dahl, 2182 Second St., west . . . Mag. Agent

- 297. CLARK; Jeffersonville, Ind.**
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 392 Master
C. E. Buehler Secretary
Thos. White Collector
A. B. Chambers Receiver
P. A. Coleman Magazine Agent
- 298. GLENCOCK; St. Louis, Mo.**
Meets at 2817 Chouteau Ave., 1st and 3d Mondays
at 1:30 P. M.
Geo. T. Andrews, 2029 Eugenie Street . . Master
J. W. Reynolds, 2132 Gratlot St. Secretary
Charles A. Durnell, 512 Montrose ave. . . Collector
W. J. Murphy, 814 Montrose ave. Receiver
H. L. Dedrick, 622 Argyle Ave. Mag. Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
James Butler, Alliance Master
W. H. Zink, L. Box 80 Secretary
G. R. Rock, Box 85 Collector
C. H. Ridge, Box 87 Receiver
W. S. Brown Magazine Agent
- 300. HARBOR CITY; Michigan City, Ind.**
Meets in I. O. O. F. Hall 1st, 3d and 5th Mondays
at 2 P. M.
A. S. Hewitt, Box 884 Master
W. H. Roe L. Box 644 Secretary
W. H. Henry, Box 49 Collector
Jas. Whitby, L. Box 704 Receiver
Low Willson, 7th street Magazine Agent
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday
at P. M. in Engineer's hall.
Samuel J. Norris Master
Frank W. Thompson Secretary pro tem
Frank W. Thompson Collector
Wm. M. Weeks Receiver
W. C. Baldwin Magazine Agent
- 302. YOUGHIOGHENY; Connellsville, Pa.**
Meets alternate Sundays in Reisinger Hall, Main
street, Connellsville, Pa.
J. F. Smith, Box 261 Master
A. C. Plante, Box 173 Secretary
S. A. McPhee, Box 387 Collector
A. C. Plante, Box 173 Receiver
W. J. Keenan, Box 36 Magazine Agent
- 303. VILLA PARK; Streator, Ill.**
Meets 2d and 4th Sundays at 2 P. M.
J. J. Corcoran, 151 Monroe St. Master
T. W. White, 261 N. Mason St. Secretary
Moses Cantlin Collector
John H. Mark, 118 Everett St. Receiver
Chas. Burch, 155 E. Wilson St. Magazine Agent
- 304. THREE BRANCH; Argenta, Ark.**
Meets every Saturday evening at 7:30 P. M., in
Moses Hall, Argenta, Ark.
Jas. S. Sharp Master
Chas. E. Humphrey Secretary
R. S. Hunt, Box 157 Collector
E. G. Curtis Receiver
B. A. G. Sell, Box 115 Magazine Agent
- 305. UNWIN; Rat Portage, Ontario.**
Meets in Garfield Hall, 1st and 3d Wednesdays.
Sam S. Wilson Master
Wm. Burrage, Box 40 Secretary
Wm. Munt Collector
Chas. Unwin Receiver
Wm. Burrage, Box 40 Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday
at 4 P. M. in Temple Hall, Sanborn Block.
J. C. Mussey, 17 Green St. Master
F. H. Favor, 11 Fremont St. Secretary
Z. H. Durkee, Box 248, White River Jun-
ction, Vt. Collector
James Burbeck, 14 Essex St. Receiver
C. S. Woods, West Lebanon, N. H. Mag. Agent
- 307. HAMDEN; Springfield, Mass.**
Meets in Crescent Hall, 218 Main St., 1st and 3d
Sundays.
Chas. A. Chapin, B. & A. Engine House . . Master
J. A. Simons, 122 Patton St. Secretary
John Fenton, 108 Congress St. Collector
M. D. Newton, Merrick, Mass. Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent
- 308. BELLE HAVEN; Alexandria, Va.**
Meets 2d and 4th Sundays.
J. W. Hook, 124 Duke St. Master
N. B. Grant Secretary
H. J. Mortimer Collector
W. M. Mansfield 1018, Duke st Receiver
H. J. Mortimer Magazine Agent
- 309. BARTHOLDI; Long Island City, N. Y.**
Meets 2d Mondays and 4th Saturdays in Schwal-
lenberg Hall.
Wm. J. Simon, Box 78, Shuetszen Park,
L. I., N. Y. Master
Jno. W. Brown, 147 Dupont St., Green
Point, L. I., N. Y. Secretary
Edward Murphy, Sag Harbor, L. I. Collector
Frank Sembler Receiver
W. A. Barnum, College Point, L. I. Mag. Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
Meets 1st, 3d and 4th Wednesdays at 7:30 P. M.,
and 3d Sunday at 2 P. M.
G. B. Meyers, Box 108 Master
H. E. Hartman Secretary
H. C. Martin Collector
Joshua Rhodes Receiver
Joshua T. Cole Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Ia.**
Meets in V. A. L. Hall 1st and 3d Sundays.
Arthur Kennedy Master
J. C. Hanby, Box 228 Secretary
J. W. Miller, Box 341 Collector
C. A. Howe, Box 379 Receiver
E. L. Condon, Box 126 Magazine Agent
- 312. BLUE VALLEY; Wymore, Neb.**
Meets in Masonic Hall 1st and 3d Sundays.
W. F. Hackett, Box 138 Master
B. A. Downen Secretary
L. W. Small Collector
S. E. Fulton, Box 85 Receiver
B. A. Downen Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets alternate Mondays at 7:30 P. M.
John Donovan, Box 32, Armstrong, Kan. . Master
Thos. McHale, 308 Colorado avenue, Arm-
strong, Kan. Secretary
M. S. Laughlin, Box 54 Collector
Emmett Lewis, 584 Highland avenue,
Armstrong, Kan. Receiver
E. C. Haddock, 120 N. 5th St., Kansas
City, Kan. Magazine Agent
- 314. MUTUAL; Knoxville, Tenn.**
Meets 1st and 3d Wednesdays at 7:30 P. M. in
Engineer's Hall, North Knoxville, Tenn.
Frank A. Stephens Master
Walter Green, 303 E. Park St. Secretary
G. L. Key, 144 E. Park St. Collector
W. T. Armstrong Receiver
J. E. Lancaster, 5 E. Depont St. Mag. Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at Odd Fellows Hall,
101 Hudson avenue.
Oliver J. Ogden, 58 James st Master
Wm. J. Murray, 68 High St. Secretary
Jas. A. Dardis, 85 James St. Collector
H. R. Peach, 44 George St. Receiver
H. A. Norton, Green Island House Mag. Agent
- 316. OMEGA; Buffalo, N. Y.**
Meets every Saturday evening at Siebert's Hall,
corner Jefferson and Bristol Sts.
J. R. Huntley, 79 Van Rensseler St. Master
Wm. H. Walsh, 1908 Broadway Secretary
T. C. Burke, 865 Seneca St. Collector
Robt. O. Williams, 89 Watson St. Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent
- 317. MOUNT PENN; Reading, Pa.**
Meets 1st and 3d Sundays, at 9:30 A. M. in Bland's
Hall, 9th and Penn Sts.
George Leeds, 342 Moss St. Master
Wm. Gordon, 838 Green St. Secretary
Wm. J. A. Kendall, 833 Green St. Collector
L. Brownback, 417 N. 10th St. Receiver
M. W. Potteiger, 547 N. Ninth St. Mag. Agent

- 318. IBON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**
Meets 1st and 3d Monday evenings at 7:30, in
Speck's Block, cor. 2d and Hazlewood avenue.
J. F. Willis, Glenwood, 23d Ward . . . Master
W. C. Alexander, cor. Lytle and Ale-
gheny Sts, 23d Ward . . . Secretary
J. A. Woodcock, Glenwood, 23d Ward . . . Collector
W. J. McNamany, Glenwood, 23d ward . . . Receiver
Wm. Carter, 23d Ward, Lytle St. . . Magazine Agent
- 319. ORPHANS' HOPE; Dennison, Ohio.**
Meets every Tuesday at 8:30 P. M., standard time.
John Roach . . . Master
John C. Linduff . . . Secretary
John Roach . . . Collector
Harry R. Brown, Jr. . . Receiver
Harry R. Brown, Jr. . . Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**
Meets 1st Sunday at 2 P. M., and 3d Wednesday
at 8 P. M.
D. Lordan . . . Master
J. H. Salley, 617 Minnehaha St., St. Paul, Secretary
A. H. Hunter, 751 Edgerton St., St. Paul, Collector
R. A. Hetherington, 506 Beaumont St. Receiver
T. C. Hetherington, 583 E. Seventh St.,
St. Paul. . . Magazine Agent
- 321. SNOW DRIFT; Chapeau, Ont.**
Meets in E. of L. F. Hall, First and Third Mon-
days at 7:30 P. M.
A. Rathwell, C. P. R. R. . . Master
W. J. Devlin, C. P. R. R. . . Secretary
Mark Bowles . . . Collector
J. McAdams, C. P. R. R. . . Receiver
Herbert D. Gay . . . Magazine Agent
- 322. WISSAHICKON; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month, at S.
E. cor. 10th and Spring Garden Sts.
L. D. Woodington, 1839 N. Ninth st . . Master
James Haas, 2135 Darien St . . Secretary
James Haas, 2135 Darien St . . Collector
Joseph Harrison, 683 Jay St . . Receiver
John Kiple, 908 Green St . . Magazine Agent
- 323. ANTHEACITE; Tamagua, Pa.**
Meets in Kern's Hall, 2d and 4th Sundays.
Wm. H. Fry . . . Master
Wm. Heckman, Box 367 . . . Secretary
Andrew Frank . . . Collector
Wm. J. Dintinger, Box 347 . . . Receiver
Jos. Mucklow . . . Magazine Agent
- 324. MOUNTAIN GROVE; Catawissa, Pa.**
Meets 2d and 4th Sundays of each month at 1:30
P. M., in News Item Hall.
J. W. Fisher, Box 222 . . . Master
Jeremiah Haley . . . Secretary
Jeremiah Haley . . . Collector
Geo. Mensch Rupert, Columbia Co., Pa., Receiver
W. Bowman, Milton, Pa. . . Magazine Agent
- 325. SCHUYLKILL VALLEY; Pottsville, Pa.**
Meets 2d and 4th Sunday evenings of each month.
C. H. Wesley, 315 N. 3d St., Pottsville, Pa. Master
Jesse M. Elder, 701 Market St . . Secretary
W. H. Osaman, 122 N. Coal St . . Collector
W. H. Sowers, 402 W. Savoy St . . Receiver
Nicholas Knebles, 45 E. Savoy St., Palo
Alto, Pottsville . . Magazine Agent
- 326. FOLWELL; Bradford, Pa.**
Meets 1st & 3d Sundays at 7:30 P. M. in G. A. R. Hall.
Geo. P. Clough, 6 Allison St. . . Master
J. E. Fenner, 69 High St. . . Secretary
Clarence Billington, 28 Hilton St . . Collector
Geo. P. Clough, 6 Allison St . . Receiver
P. T. Lane, 13 Boyceston St . . Magazine Agent
- 327. SILVER MOUNTAIN; Needles, Cal.**
Meets every Saturday in K. of L. Hall.
W. B. Cordingly . . . Master
J. M. Griffith . . . Secretary
A. P. Riggs . . . Collector
O. L. Ferguson . . . Receiver
John M. Griffith . . . Magazine Agent
- 328. STONE BALLAST; Plattsmouth, Neb.**
Meets in K. P. Hall alternate Sundays at 2 P. M.
C. P. Curtis . . . Master
H. F. Zinn . . . Secretary
J. E. Kline . . . Collector
W. P. Ferguson, L. Box 916 . . Receiver
V. M. Mullis . . . Magazine Agent
- 329. SOLOMON VALLEY; Downs, Kansas.**
Meets 1st and 3d Sundays at 1:30 P. M. in Masonic
Hall.
H. E. Wade . . . Master
E. Remy, Box 166 . . . Secretary
John Milheiser, Box 102 . . . Collector
C. Tunnick, Box 110 . . . Receiver
R. J. Dunlap . . . Magazine Agent
- 330. RIVER VIEW; Kansas City, Kansas.**
Meets 2d and 4th Sundays at 2:00 P. M. at Melville
Hall, Armourdale, Kan.
J. J. Barr, 835 Park Ave . . . Master
R. S. Stewart, 1425 Genesee St., Station
"A," Kansas City, Mo . . . Secretary
J. J. Barr, 835 Park Ave . . . Collector
E. D. Root . . . Receiver
J. J. Barr, 835 Park Ave . . Magazine Agent
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**
Meets in Foresters' Hall, Cor. 81st St. and Vin-
cennes Ave., Auburn, Ill.
Wm. Smith, S. Englewood, Ill . . . Master
J. D. Flood, Box 34, S. Englewood . . Secretary
J. McCarty, Auburn Junction, Ill. . . Collector
J. D. Flood, Box 34, So. Englewood . . Receiver
W. Smith, So. Englewood, Ill. . Magazine Agent
- 332. STONE MOUNTAIN; Augusta, Ga.**
Meets every alternate Sunday in hall corner of
Broad and Jackson Sts.
B. W. Furber, Ga. R. R. Shops . . Master
P. J. Buckley, Cen. R. R. shops . . Secretary
J. T. Zimmerman, 918 Calhoun St . . Collector
John B. Nunn, 934 Fenwick St . . Receiver
Jas. S. Downing, Ga. R. R. shops . . Mag. Agent
- 333. FAIRMOUNT; Philadelphia, Pa.**
Meets alternate Wednesdays at 8 P. M., at Erick-
son's Hall, 3947 Lancaster St.
B. F. M. Koffer, 8921 Aspen St . . Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 830 N. 40th St . . Collector
Harry C. Ewing, 830 N. 40th St. . . Receiver
H. C. Ewing, 830 N. 40th St. . . Magazine Agent
- 334. ELLSWORTH; Philadelphia, Pa.**
Meets 2d and 4th Sundays of every month, in Pat-
terson Post Hall, Broad above Ellsworth st.
H. C. Smith, northwest corner Stocker
and Washington Ave . . . Master
Wm. Akin, 1613 Mole St . . . Secretary
J. J. Jamison, 706 N. 38th St . . Collector
H. A. Krause, 1706 Afton St . . Receiver
Harry Yocum, 921 S. 18th St. . . Magazine Agent
- 335. SAINT ADOLPHUS; Hochelaga, Canada.**
Meets alternate Sundays at 111 Moreau St., Trem-
blay Block.
Alfred Pring, 20 Roch Lane, Montreal . . Master
Peter Dionne, 69 Iberville St, Montreal, Secretary
Peter Dionne, 69 Iberville St, Montreal . Collector
J. G. Braseau, 83 Moreau St . . Receiver
J. Langstreth, 107 Marlborough St . . Mag. Agent
- 336. FALL RIVER; Neodesha, Kansas.**
Meets 2d and 4th Saturdays, in I. O. O. F. Hall.
L. N. Baker, Box 178 . . . Master
I. H. Berry, Box 178 . . . Secretary
J. A. McPaul . . . Collector
Chas. Koehler . . . Receiver
Mose Weekley . . . Magazine Agent
- 337. BIG FOUR; Kansas City, Mo.**
Meets alternate Tuesdays at 7:30 P. M., at Sum-
merwell's Hall, 21st and Drapp Sts.
Clinton T. Allis, 1802 Bellevue Ave . . Master
L. F. Stephens, 1005 W. Seventeenth St., Secretary
Chas. E. Thompson, 1226 Reservoir St. . Collector
N. F. Clough, 1812 Holly St . . Receiver
J. A. Brown, 1827 Holly St . . Mag. Agent
- 338. WEST BRANCH; Reno, Pa.**
Meets alternate Sundays in Spangler's Hall, Cor.
8th St. and Huron Ave., at 1:30 P. M.
W. C. Robinson . . . Master
R. C. McFarland . . . Secretary
R. C. McFarland . . . Collector
J. D. Stoner . . . Receiver
James Campbell . . . Magazine Agent

- 359. WHITE BREAST; Chariton, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
M. L. Bixler Master
A. M. Williby, L. Box 781 Secretary
G. C. Koebel Collector
T. H. Sanford Receiver
Albert Brown Magazine Agent
- 360. STAR OF THE WEST; Newton, Kan.**
Meets in Odd Fellows' Hall alternate Thursdays,
at 7:30 P. M.
G. W. Wilcox, 128 W. Second St Master
Chas. S. Druce, L. Box 169 Secretary
J. E. Drennan, L. Box 169 Collector
John G. Wright, L. Box 169 Receiver
W. S. Dix, 309 W. 1st St. Magazine Agent
- 361. GOLD RANGE; Donald, B. C.**
Meets in Firemens' Hall every Wednesday.
Arthur Randall Master
Geo. B. Govett, Box 49 Secretary
Geo. B. Govett, Box 49 Collector
Thomas Clouston Receiver
John Simons, Revelstock, B. C. Magazine Agent
- 362. CASCADE; Medicine Hat, North West. Terr.**
Meets in Masonic Hall, 2d and 4th Sundays.
Wm. Lowe Master
James Hawthorne, Box 66 Secretary
Chas. E. Parker, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Leonard Dobbin, Box 66 Magazine Agent
- 363. WHITSETTE; Charlotte, N. C.**
Meets in I. O. O. F. Hall 1st, 3d and 4th Sundays
at 11 A. M.
Ernest Garraux, Box 21 Master
Wm. A. Kiziah, Box 21 Secretary
Chas. L. Cauble, Box 21 Collector
R. G. Smith, Box 21 Receiver
H. P. Andrews, N. Danville, Va. Magazine Agent
- 364. BRADSHAW; Columbia, S. C.**
Meets in K. of P. Hall every Sunday at 10:30 A. M.
D. C. Dickert, Box 68 Master
R. D. Morton, Box 68 Secretary
E. J. McMeekin, Box 68 Collector
G. P. Lawrence, Box 68 Receiver
Oscar Land, Box 68 Magazine Agent
- 365. FRONT END; Paris, Texas.**
Meets every Saturday at 8:00 P. M.
W. H. Dickinson, Box 24 Master
J. E. Gerard, Box 24 Secretary
R. C. House Collector
James Lyons Receiver
J. N. Ballew Magazine Agent
- 366. FLOWERY LAND; Pensacola, Fla.**
Meets in Odd Fellows' Hall 1st and 3d Mondays.
W. A. Shackelford, L. & N. Shops Master
F. T. Martin, 107 East Wright St Secretary
H. A. Hatch, L. & N. Shops Collector
J. I. Sizer, L. & N. Shops Receiver
J. W. Chisholm, 617 E. Wright St Mag. Agent
- 367. OLD FORT; Dodge City, Kansas.**
Meets in I. O. O. F. Hall, 1st, 2d and 4th Thurs-
days at 2 P. M.
B. S. Williams, L. Box 508 Master
John Huxner, L. Box 535 Secretary
W. C. Fadle, Box 208 Collector
Wm. Pinkerton, L. Box 585 Receiver
C. H. Voris Mag. Agent
- 368. BLUE MOUNTAIN; LaGrande, Oregon.**
Meets in I. O. O. F. Hall 1st and 3d Wednesdays
at 7 P. M.
E. A. Stephens, Huntington, Oregon Master
F. E. Herr, L. Box 37 Secretary
T. H. Boynton, L. Box 18 Collector
F. G. Schilke, L. Box 37 Receiver
F. E. Herr, L. Box 37 Magazine Agent
- 369. HUDSON RIVER; Union Hill, N. J.**
Meets in Concordia Hall, 2d Saturday at 8 P. M.,
and 4th Sunday at 2 P. M.
Henry Grimm, Weehawken P. O., Union
Hill Master
L. T. Burns, New Durham, N. J. Secretary
L. T. Burns, New Durham, N. J. Collector
Harry Poynton, New Durham, N. J. Receiver
Joe Lewis, New Durham, N. J. Mag. Agent
- 370. JAMES DONNELLY; Perth Amboy, N. J.**
Meets in K. of P. Hall 2d and 4th Sundays.
W. J. Ditzler Master
Geo. F. Disbrow, South Amboy, N. J., Secretary
Constant Coley Collector
T. R. Merts Receiver
Levi M. Landis Magazine Agent
- 371. HOME; White Haven, Pa.**
Meets in Runkey's Hall at 2 P. M., 2d and 4th
Sundays.
Chas. Breutzman Master
Wilson Dotter Secretary
Chas. Packer Collector
Wm. Hartley Receiver
Jas. N. Deterline Magazine Agent
- 372. CHAMPLAIN; St. Albans, Vt.**
Meets in Engineer's Hall 1st and 3d Sundays at
1:45 P. M., and 4th Monday at 7:30 P. M.
Chas. E. Preston, Box 148 Master
Geo. E. Prentiss Secretary
G. W. Allen Collector
C. P. Kelley, Box 336 Receiver
Geo. Hobert, Box. 444 Magazine Agent
- 373. MARBLE CITY; Rutland, Vt.**
Meet 1st and 3d Sundays in E. A. U. Hall.
C. S. Wardwell, 7 Grant Ave Master
W. O. Phipps, Cor. Strong's Ave. and
Main street Secretary
J. E. Pratt, 24 Plain St Collector
J. C. Cannon, 63 River St. Receiver
M. H. Beattie, 45 River St Magazine Agent
- 374. HOBOKEN; Hoboken, N. J.**
Meets in Burnett's Hall 2d Sundays and 4th Sat-
urdays.
John Curran, 222 Erie St, Jersey City, N. J., Master
J. S. Kennan, 117 Madison St Secretary
Elmer E. Huff, Hackensack, N. J. Collector
Emmons C. Williams, Morristown, N. J., Receiver
John Gademan, 7 Nelson Ave., Jersey City
N. J. Magazine Agent
- 375. STONE CITY; Joliet, Ill.**
Meets in Switchman's Hall 1st Tuesdays at 7:30
P. M., and 3d Sundays at 2:30 P. M.
W. W. Brooker, 134 S. Hickory St Master
Chris. Nolan, 123 Grover St. Secretary
M. O'Grady, 701 Scott St Collector
T. F. Hannan, 411 S. Desplaines St. Receiver
Chas. O. Bond, care Joliet Mfg Co Mag. Agent
- 376. CHAUNCEY M. DEFEW; Albany, New York.**
Meets 1st and 3d Tuesdays.
Elmer G. Allen, 26 Westerlow St. Master
Robt. J. Lilly, 57 First St. Secretary
P. S. Dormady, 24 Trinity Place Collector
S. E. Sweet, 536 Liberty St., Schenecta-
dy, N. Y Receiver
O. Degroff, 160 Clinton Ave Magazine Agent
- 377. JUSTICE; Vanceboro, Maine.**
Meets in A. O. U. W. Hall at Vanceboro and Main
Streets, 2d and 4th Saturdays.
Wm. R. Matthews Master
J. E. Shea Secretary
C. J. Tabor, Woodstock, N. B. Collector
D. C. West, Brewer, Maine Receiver
Fred. W. Henderson, Farren St., Port-
land, St. Johns, N. B Magazine Agent
- 378. COOKE; West St. Paul, Minn.**
Meets in Martin's hall, Cor. Fairfield and Da-
kota Ave., West St. Paul, 2d and 4th Sundays,
at 2:00 P. M.
Fred J. Swanson, Dubuque, Iowa Master
S. W. Thorpe, 94 Fairfield Ave Secretary
Harry Penneman, 448 south Robert St. Collector
P. Denney, 280 Congress St., E Receiver
W. H. Brownson, 280 E. Congress St. Mag. Agent
- 379. BIG FLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2
P. M., and 2d Fridays at 7:30 P. M.
Thos. M. Brown Master
H. E. Hansen, 720 East Lincoln Ave Secretary
Charles Weddle, Box 450, Cherryvale,
Kan. Collector
Ed. Dickson, Box 365 Receiver
H. E. Hansen, 720 East Lincoln Ave Mag. Agent

- 360. COLD SPRING; Springfield, Ohio.**
Meets in Lentz's Hall, second and last Sundays.
J. A. Taylor, Room 46, Henry Block . . . Master
A. W. Binna, Forest House, E. High St. . . Secretary
E. E. Leonard, Sandusky, Ohio . . . Collector
A. W. Binna, Forest House, E. High St. . . Receiver
S. Roadamer, Forest House, E. High St. . . Mag. Agent
- 361. TRIED AND TRUE; Vincennes, Ind.**
Meets in K. of H. Hall every Sunday at 2 P. M.
Lon Prewitt, 714 N. 7th St. . . Master
W. A. Wendling, O. & M. shops . . . Secretary
Chas. Shermerhorn, O. & M. shops . . . Collector
Daniel Cadden, O. & M. shops . . . Receiver
Grant Hill, O. & M. Shops . . . Magazine Agent
- 362. CATARACT; Niagara Falls, Ontario.**
John J. Rogers, Suspension Bridge, N. Y., . . Master
John Murray . . . Secretary
J. C. Flynn . . . Collector
Thomas Histrop . . . Receiver
J. W. Francis . . . Magazine Agent
- 363. METROPOLITAN; New York, N. Y.**
Meets at 490 Eighth Ave., 1st and 4th Sunday afternoons.
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Nat. Sawyer, 1119 Tenth Avenue . . . Secretary
Frank Melino, 438 Tenth Avenue . . . Collector
A. W. Eggleston, White Plains, N. Y. . . Receiver
M. J. Lynch, Box 357, White Plains, N. Y. . . Magazine Agent
- 364. SINGERLY; Philadelphia, Pa.**
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John Hickey, 6211 Woodland ave. . . Secretary
G. W. Gregg, Jr. Grace Ferry Sta'n B. & O. . . Collector
J. I. Way, 205 Tomest Baltimore Co Md. . . Receiver
W. G. Staats, 6211 Woodland ave. . . Mag. Agent
- 365. VIOLET; Bellows Falls, Vt.**
Meets 1st and 3d Saturday eve., in G. A. R. Hall
James Stack . . . Master
C. H. Thompson . . . Secretary
F. L. Darling, Windsor, Vt. . . Collector
G. C. Farnsworth, Charleston, N. H. . . Receiver
F. E. Keach, 6 High St., Brattleboro, Vt. . . Magazine Agent
- 366. HAGERSTOWN; Hagerstown, Md.**
Meets 2d and 4th Sundays of each month.
S. R. Hackers . . . Master
J. J. Morrow, Shepards town, W. Va. . . Secretary
S. F. Johnson . . . Collector
D. A. Wallace . . . Receiver
C. L. Mullenix, 47 Foundry St. . . Mag. Agent
- 367. MORGAN CRANE; Somerset, Ky.**
Meets 1st and 15th of each month, in Engineer's and Firemen's Hall.
Horace G. Lucas . . . Master
James Ford . . . Secretary
James S. Morris . . . Collector
W. J. Walsh . . . Receiver
James S. Morris . . . Mag. Agent
- 368. DEEP WATER; Springfield, Mo.**
Meets at K. of P. Hall 1st and 3d Mondays.
B. S. Chinn, 802 W. Elm St. . . Master
T. A. Butterby, 842 State St. . . Secretary
B. S. Chinn, 802 W. Elm St. . . Collector
C. W. Henry, 423 Phelps' Ave . . . Receiver
Charles Hall, 967 Camel St. . . Magazine Agent
- 369. WALNUT VALLEY; Eldorado, Kan.**
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Chas. H. Finley . . . Master
Fred Staley . . . Secretary
Mike Fitzgerald . . . Collector
Arthur Hodgson . . . Receiver
D. W. Hall . . . Mag. Agent
- 370. NEOSHO VALLEY; Council Grove, Kan.**
Meets 1st and 3d Wednesday evenings in A. O. U. W. Hall.
Alexander Scott . . . Master
Clarence Stone . . . Secretary
J. S. Lowe . . . Collector
Chas. Torrence . . . Receiver
J. S. Lowe . . . Magazine Agent
- 371. COVENANT; Nevada, Mo.**
Meets 1st and 3d Fridays at 7:30 P. M.
Geo. B. Meck . . . Master
J. T. Gray . . . Secretary
J. G. Fryback . . . Collector
W. M. Calkins . . . Receiver
James T. Gray . . . Mag. Agent
- 372. SIGNAL MOUNT; Big Springs, Texas.**
Meets in Engineer's Hall 1st Wednesday afternoon and 3d Wednesday evening.
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R. J. Bible, Box 33 . . . Secretary
Dennis Ryan, Box 33 . . . Collector
Edward Lyons, Box 33 . . . Receiver
Dennis Ryan, Box 33 . . . Magazine Agent
- 373. J. T. HABAHAH; Birmingham, Ala.**
Meets in Reen Hall, Allen building, Morris Ave., every Sunday at 9 A. M.
J. W. Hair, Box 300, Birmingham, Ala. . . Master
Thos. R. Welsh, Box 300 . . . Secretary
Wm. H. Bussey, 1700 Ave. Q. . . Collector
J. W. Dickson, 1600 Fourth St. . . Receiver
S. L. Hordman . . . Magazine Agent
- 374. McALLISTER; Herrington, Kan.**
Meets in K. P. Hall, 1st and 3d Thursdays at 7:30, 2d and 4th Thursdays at 2 P. M.
W. W. Campbell, Box 125 . . . Master
L. Gay . . . Secretary
Henry Magee, Box 137 . . . Collector
G. A. Norman . . . Receiver
- 375. FRIENDSHIP; Dayton, Ohio.**
Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
N. W. Rose, 21 Label's St. . . Master
John R. Glynn, 28 Costellow St. . . Secretary
John Stevens, 54 Bell St. . . Collector
John F. Hoban, 635 E. Second St. . . Receiver
John Ryan, 120 Crane St. . . Magazine Agent
- 376. J. H. KIRK; Horton, Kan.**
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James E. George . . . Collector
Wm. Ashworth, L. Box 39 . . . Receiver
James E. George, L. Box 43 . . . Magazine Agent
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George M. Brown . . . Secretary
Charles Wilcox . . . Collector
George M. Brown . . . Receiver
H. E. Fox . . . Mag. Agent
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Chas. L. Burroughs, Box 306 . . . Secretary
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Eugene E. Welton, Box 167 . . . Receiver
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C. E. Walsh, 207 N. Poppleton St. . . Receiver
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- 381. J. W. WALKER; Conemaugh, Pa.**
Meets every Sunday at 1:30 P. M. in B. of L. F. Hall.
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W. A. Walkinshaw . . . Secretary
E. E. Pringle . . . Collector
J. C. Hess . . . Receiver
E. E. Pringle . . . Mag. Agent
- 382. BETHESDA; Waukesha, Wis.**
Meets 1st and 3d Sundays at 2 P. M., in Engineer's Hall.
R. A. Hanke . . . Master
Jos. F. Freenor . . . Secretary
Jno. Dowd . . . Collector
M. J. Crowley . . . Receiver
Jno. E. Moore . . . Magazine Agent

MISCELLANEOUS DIRECTORY.**Brotherhood of Locomotive Engineers.**

P. M. Arthur Grand Chief Engineer
 T. S. Ingraham First Grand Engineer
 Delos Everett Second Grand Engineer
 H. C. Hays First Grand Assistant Engineer
 Will meet in twenty-fifth annual convention at
 Richmond, Va., Wednesday, October 17th, 1888.
 GENERAL OFFICES:—Room 5, Blackstone Block,
 Seneca street, Cleveland, Ohio.

Order of Railway Conductors.

C. S. Wheaton Grand Chief Conductor
 Edmund B. Cowan, Assistant Grand Chief Conductor
 Wm. P. Daniels Grand Secretary and Treasurer
 Will meet in twentieth annual convention at To-
 ronto, Ontario, Tuesday, May 8th, 1888.
 GENERAL OFFICES:—Cedar Rapids, Iowa.

Yard Masters' Mutual Benefit Association.

Edwin M. Carter President, Wilmington, Del
 Thos. G. Gresham First Vice President, Atlanta, Ga
 William Blow Second Vice President, Windsor,
 Ontario.
 Joseph Sanger Grand Secretary and Treasurer,
 Indianapolis, Ind.
 William Baird Corresponding Secretary, Phila-
 delphia, Pa.
 Will meet in fourteenth annual convention at
 Richmond, Va., Wednesday, June 13th, 1888.

Brotherhood of Railroad Brakemen.

S. E. Wilkinson Grand Master, Galesburg, Ill
 W. G. Edens Vice Grand Master, Bucyrus, Ohio
 Ed. F. O'Shea Grand Secretary and Treasurer,
 Galesburg, Ill.
 L. C. Foster, Jr. Grand Organizer and Instructor,
 Ithaca, N. Y.
 Will meet in fifth annual convention at Columbus,
 Ohio, Monday, October 15th, 1888.
 GENERAL OFFICES:—Galesburg, Ill.

Switchmen's Mutual Aid Association.

James L. Monaghan Grand Master
 Frank Sweeney Vice Grand Master
 James L. Monaghan Grand Organizer and In-
 structor.
 Wm. A. Simerott Grand Secretary and Treasurer
 Will meet in third annual convention at St. Louis,
 Mo., Thursday, September 20th, 1888.
 GENERAL OFFICES:—Room 19, No. 184 Washington
 street, Chicago, Ill.

LADIES' SOCIETIES E. OF L. F.

- 1. GOOD ENDEAVOR; Stratford, Ontario.**
 Meets 1st and 3d Wednesdays.
 Mrs. E. A. Ball President
 Mrs. M. Tuxton Vice President
 Mrs. W. E. Brooker Secretary
 Mrs. G. Nursey Treasurer
- 2. LADIES' AID; Phillipsburg, N. J.**
 Meets first Sunday in each month at 2:30 P. M.,
 Grinner's Hall.
 Mrs. C. Wilson President
 Mrs. R. Hill Vice President
 Mrs. M. Teel Secretary
 Mrs. T. Roseberry Treasurer
- 4. PROGRESSIVE; Grand Rapids, Mich.**
 Meets every four weeks, at No. 13 Wenham ave-
 nue, at 2:00 P. M.
 Mrs. E. A. Geary, 40 Ninth avenue President
 Mrs. T. Haley, 425 4th ave Vice President
 Mrs. H. W. Norris, 58 River avenue Secretary
 Mrs. G. P. Downey, 13 Wenham ave Treasurer

- 5. HARMONY; St. Louis, Mo.**
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 Miss Laura Van Horn Vice President
 Mrs. C. E. Amos, 2346 Mullanphy St. Secretary
 Miss Sophia Lullman Treasurer
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 Mrs. Wm. Oswald President
 Mrs. A. M. Slikes Vice President
 Mrs. J. H. Moran Secretary
 Mrs. Frank J. May Treasurer
- 7. J. J. LANNON; Susquehanna, Pa.**
 Mrs. Chas. Anderson President
 Mrs. John Keyes Vice President
 Mrs. M. Keme Secretary
 Mrs. J. J. Lannon Treasurer
- 8. FRIENDLY; Garrett, Ind.**
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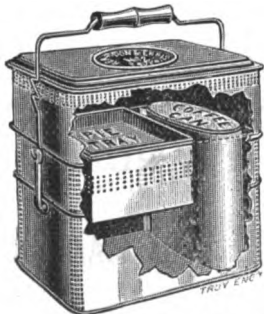
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FIRST PRIZE.—To the Lodge securing the largest number of subscribers, one set (4) Officers' Upholstered Chairs, finely finished. (This includes a chair each for the Master, Vice Master, Past Master and Chaplain.)

SECOND PRIZE.—To the Lodge securing the largest number of subscribers *in proportion to membership*, a handsomely ornamented Banner, suitably inscribed.

THIRD PRIZE.—To the Lodge organized after January 1st, 1888, securing the largest number of subscribers, a handsome Altar, suitably inscribed.

FOURTH PRIZE.—To the Ladies' Society, B. of L. F., ordering the largest number of subscriptions (provided not less than fifty are ordered), through its authorized Agent, a Parlor Organ.

FIFTH PRIZE.—To the Lady (open to all) securing the largest number of subscribers (provided not less than twenty-five are ordered), a handsome Gold Watch.

SIXTH PRIZE.—To the Gentleman (exclusive of regular agents) securing the largest number of subscribers (provided not less than twenty-five are secured), a set of Chambers' Encyclopedia.

SEVENTH PRIZE.—To the Member's Wife or Daughter securing the largest number of subscribers (provided not less than twenty-five are secured), a first-class Sewing Machine.

EIGHTH PRIZE.—To the Member's Son securing the largest number of subscribers (provided not less than twenty-five are secured), a Silver Watch.

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Third Prize	18-Karat Gold Watch Chain.
Fourth Prize	Monogram Gold Ring.
Fifth Prize	Monogram Gold Watch Charm.
Sixth Prize	Forney's, Sinclair's and Alexander's Books on the Locomotive.
Seventh Prize	Nickel-Plated Scoop.
Eighth Prize	Nickel-Plated Cab Lamp.
Ninth Prize	Nickel-Plated Torch.
Tenth Prize	Gold Badge B. of L. F.

GRAND SPECIAL PRIZE OPEN TO ALL.

To the Lodge securing the smallest number of subscribers, a Leather Banner, inscribed with the names of the officers, will be awarded. To the Agent of the Lodge securing the smallest number of subscribers there will be awarded a Leather Medal, suitably inscribed.

The time for the competition will be extended to *December 1st, 1888*, and the prizes will be awarded on that day. Each annual subscription will count equal to two semi-annual, or four quarterly subscriptions.

Competitors will be credited with *paid up* subscriptions only, and all subscriptions not *paid up* will not be counted in the awarding of the prizes.

Parties (exclusive of regular Agents), who desire to enter into the competition, will please notify the Editor at once. An Agent's outfit, consisting of subscription book, receipt book, subscription blanks, envelopes, etc., will be forwarded to any address on application.

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The sum of Five Hundred (\$500.00) Dollars has been paid by us into the Treasury of the Grand Lodge of the Brotherhood of Locomotive Firemen, as royalty upon the sale of GRAND CHIEF Cigars, of which due acknowledgment has been made by the Grand Lodge, and in consideration of which our cigars have been endorsed and are now recommended to all members of the Order who desire to smoke a first-class cigar and at the same time contribute to the general fund of the Grand Lodge. Members of the Order should bear in mind that the Brotherhood receives a royalty upon the sale of all Grand Chief Cigars, and hence the larger the sales the greater the royalty. Every member is, therefore, invited to interest himself in the sale of the above brand of cigars and thereby contribute to the financial standing of the Grand Lodge and the Brotherhood at large.

These two brands of Cigars have been presented and tested by both Brotherhoods, at their respective conventions at New York and Minneapolis, and have received their Endorsement and Approval on both occasions, and are Guaranteed by the manufacturers to be the best Cigars on the market. The manufacturers also guarantee to keep these two Brands up to their present Standard quality at all time to come, and by so doing, hope to receive the liberal patronage of the two Brotherhoods they are named after, and also their recommendations to their many friends who are in want of a GOOD CIGAR.

No Cigars are genuine unless each box has the photograph of P. M. Arthur or F. W. Arnold on the inside label and on the outside end of each box. Retail dealers should order from their nearest Wholesale Agent and if they refuse to get the cigars for them we will ship direct to the Retailer.

BRAVO & KEYES, Manufacturers,**BINGHAMPTON, N.**



The James Means Shoes are exceedingly popular among railroad men. You may often hear them talking to each other about them, and boasting of how long they can make them last.

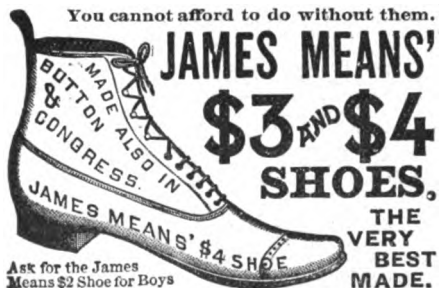
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JAMES MEANS
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JAMES MEANS
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—According to Your Needs.—

CAUTION.—Positively none genuine unless our name and price appear plainly on the soles. Some dealers, in order to make larger profit, will recommend the inferior goods with which the market is flooded. **JAMES MEANS' \$4 SHOE** is light and stylish. It fits like a stocking and **REQUIRES NO "BREAKING IN,"** being perfectly easy the first time it is worn.

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JAMES MEANS' \$3 SHOE

Is the original \$3 shoe, and is absolutely the only shoe of its price which has ever been placed extensively on the market in which durability is considered before mere outward appearance. These shoes are sold by the best retailers throughout the United States, and we will place them easily within your reach in any state or territory if you will send us a postal card, mentioning this magazine.

James Means & Co

41 Lincoln Street,

—BOSTON, MASS.—



The Letter-carrier and the Policeman find the James Means Shoes just what they need. Their opinions are valuable, for they put their shoes to a most severe test.



This Pedestrian is all ready for another tramp over the mountains. With a new pair of sole taps a cobbler can usually make an old pair of James Means \$3 Shoes just as good as new.

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TRIPOLINE!

The Best and Cheapest **METAL POLISH** in the world for railroad, marine, stationary or fire engine work, (hot or cold) large signs, railings and other solid metals. Highly endorsed and in use by the U. S. Ordnance and Navy Departments, the leading stationary engineers, Fire Departments, Water Works and Electric Light Co's., also adopted by over thirty of the leading Railroad Companies.

Three Splendid Watches Given Away.

SPECIAL ANNOUNCEMENT TO R. R. FIREMEN.

The **MATCHLESS METAL POLISH CO.** announce to the firemen who are acting as, or desirous of acting as agents for the sale of **BAKER'S TRIPOLINE**, that the sales have been so satisfactory the past year on the merits of the Polish, that, in order to inspire renewed and increased effort to more extensively introduce and increase the sales of this "Best of all Metal Polishes," they will give to the three firemen who sell the greatest number of pound boxes, from July 1st to January 1st, next, Three Splendid Railroad Watches, purchased from one of the oldest and most reliable jewelry firms in Chicago, (Waltham or Elgin make) under their twenty year guarantee as A 1 timers, and especially adapted to the use of railroad firemen.

A correct account of sales of each fireman acting as agent will be kept, and award made and announced in next January number of the Magazine. Should the successful three or either of them desire Polish in lieu of the Watch, we will give for

1st PRIZE, 150 1-lb boxes Tripoline.

2nd " 100 " " "

3rd " 60 " " "

We will also make the price from July 1st, \$2.40 instead of \$2.50 per dozen, which retail here at 40 cents each. On orders of 6 dozen and over to be sent by freight, will allow \$1.00 discount, and on orders of 12 dozen and over a discount of \$2.00, which will, in most cases, more than cover freight.

Cash must always accompany orders, to avoid delays and mistakes.

Address,

The MATCHLESS METAL POLISH CO.,

88 Market Street, Chicago, Ill.

NOTE. B. We cannot accept but one Agent in same locality.



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Until we tell you. There are degrees in everything, GOOD, BETTER, BEST. The Best Watch Cases are those manufactured by the **KEYSTONE WATCH CASE CO.** They combine BEST material, BEST workmanship, BEST engraving. You can always tell a Case made by us by this trade mark.



We produce them in all grades, from Solid Gold down through James Boss Filled Gold, Keystone Filled Gold, Star Filled Gold, Solid Silver to Silveroid. Your safe course is to never accept a Watch Case except it contains the above trade mark.



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To be sure you get OUR CASE, see that it contains this trade mark.



LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XII.

SEPTEMBER 1888.

No. 9.

IS IT WORTH WHILE ?

IS it worth while that we jostle a brother,
Bearing his load on the rough road of life ?
Is it worth while that we jeer at each other,
In blackness of heart that we war to the knife ?
God pity us all in our pitiful strife.

God pity us all as we jostle each other,
God pardon us all for the triumphs we feel,
When a fellow goes down 'neath his load on the heather,
Pierced to the heart ; words are keener than steel,
And mightier far for woe than for weal.

Were it not well, in this brief little journey,
On over the isthmus, down into the tide,
We give him a fish instead of a serpent,
Ere folding the hands to be and abide
Forever and aye, in dust at his side ?

Look at the roses saluting each other ;
Look at the herds all in peace on the plains ;
Man, and man only, makes war on his brother,
And laughs in his heart at his peril and pain,
Shamed by the beasts that go down by the plains.

Is it worth while that we battle to humble
Some poor fellow being down into the dust ?
God pity us all. Time too soon will tumble
All of us together, like leaves in a gust,
Humbled, indeed, down into the dust.

Locomotive Firemen's Magazine

A MONTHLY MAGAZINE devoted to the interests
of LOCOMOTIVE ENGINEERS.

TERMS—ONE DOLLAR PER YEAR, IN ADVANCE.

EUGENE V. DEBS, *Editor and Manager*

SEPTEMBER, 1888.

THE C., B. & Q. AND PINKERTON CONSPIRACY.

Conspirators, in all ages, have been detestable creatures. Webster defines conspiracy as "a combination of men for evil purposes; an agreement between two or more persons to commit some crime in concert, as treason, sedition or insurrection." Conspirators always have the commission of some crime in view. Conspirators are criminals in the most odious sense of the term. Their methods are the most villainous that can be conceived. They adopt unhesitatingly any means, no matter how vile, to accomplish their ends. A conspirator is always a coward, always a sneak, without one redeeming quality of head or heart. A conspirator is always a liar. In carrying out his plots, truth is never considered. He does not hesitate to commit perjury, and, if to consummate his devilish designs murder is required, he is readily demonized for the bloody deed. It is impossible to exaggerate their hellish characteristics. They excite universal abhorrence. Judas Iscariot and the high priests, bent on the death of Christ, can always be contemplated with profit, when the purpose is to arrive at a correct estimate of the depravity of conspirators, and in the case which we shall discuss, Judas fitly represents a Pinkerton detective, while the officials of the C., B. & Q. may stand for the high priests who urge him forward in his damnable work.

It is not required that we should rewrite the history of the strike of the engineers, firemen and switchmen on the C., B. & Q. The readers of this *Magazine*, all Brotherhood firemen,

know it by heart. And yet, it seems prudent in discussing the C., B. & Q. and Pinkerton conspiracy, to refer again to some of the more prominent facts connected with the strike. In the first place, it is the most notable strike of railroad employes that ever occurred in the United States. One of the greatest, richest and most prosperous railroad corporations in the country, under the control of despicable officials, arrogant and venal, systematically pursued a course of injustice toward its employes. They would neither arbitrate nor make concessions. They preferred a policy of injustice and defiantly challenged the oppressed employes to strike. As a last resort this was done. The weeks and the months sped by. What was the result to the C., B. & Q.? Demoralization on every mile of its tracks, daily disasters, wreck and ruin everywhere. The splendid property passed into the hands of *scabs*, incompetent men, a large per cent. of whom were vagabonds, the filth and scum, discarded and discredited men, known to be characterless. What was the further result? The downfall of the property, the loss of millions of money. Travelers and shippers shunned the tracks of the C., B. & Q. Receipts went down while expenses increased. In the markets, where C., B. & Q. stock once stood high, there were no buyers and values went down, steadily down. Capitalists looked on in amazement. A thousand times a day the strike was declared "off," but it would not go, it would not *down*. There stood the sturdy engineers, firemen and switchmen, appealing to the world to bear testimony to the rectitude of their conduct and the righteousness of their cause, and declaring, "Sink or swim, survive or perish," we stand and plead for justice. There was moral grandeur in the spectacle. Poor, but not purchasable, idle but willing to work, they had made demands becoming American skilled workmen, and they would not retreat. Manifestly, the attitude of the heroic men was exasperating to the officials of the C., B. & Q.

They had played their game of arrogance, injustice and falsehood. They had lied to the public, lied to each other and lied to the stockholders of the property, but their policy had panned out in disaster.

The question then arose in the minds of these depraved and irritated officials, "if a conspiracy could not be inaugurated which would crush the strikers and put the C., B. & Q. on its feet again?" The idea was regarded as fortunate. True, it involved perjury and forgery, crimes against God and man, society and the state, but the officials were desperate. Every other device had failed. The case demanded heroic treatment. The strike was not off, wrecks multiplied. The scab was not a success, profits had gone glimmering. The last resort was to form a conspiracy with the Pinkertons.

We have written of the Pinkertons. The pages of the *Magazine* bear testimony of our estimate of the Pinkerton detectives. We regard them with unspeakable loathing. By inheritance and association they are the foulest blots and blotches upon our civilization. They are distorted, deformed, hideous, mentally and morally. Their trade is treason, their breath pollution, and yet, the officials of the C., B. & Q. formed a conspiracy with these professional liars, perjurers, forgers, cut-throats and murderers, to overcome a strike, the result of a policy of flagrant injustice.

The people of Chicago and the country generally had become justly alarmed upon the subject of dynamite. If, therefore, any plausible lie could be concocted whereby the strikers on the C., B. & Q. could be shown to favor the use of dynamite, a tidal wave of indignation could be set in motion which would inure to the benefit of the C., B. & Q. and forever wreck the Brotherhoods, whose members were engaged in the strike. The idea took deep root in the minds of the C., B. & Q. officials and the conspiracy was at once formed between them and the Pinkertons.

The first step taken in the pro-

gramme was to select a number of the Pinkerton thugs to play the rôle of locomotive engineers or firemen, become members of the Lodges of these Brotherhoods, gain the confidence of the strikers then report proceedings to the C., B. & Q. officials.

To carry out the plot, the Pinkerton detective becomes at once the most blatant, the fiercest and the most unscrupulous man to be found. His indignation knows no bounds. He is from the first in favor of extreme measures. He denounces the C., B. & Q. officials and their heartless policy. He glows and burns with resentment, and finally, at the proper time suggests the use of dynamite. He knows where it can be obtained. He volunteers to go and procure it. Thus the professional scoundrel in the employment of the officials, schemes and plots for the downfall of men, workingmen, who are simply demanding fair pay for honest work and in whose minds the thought of crime against life and property never entered until it was injected by these paid villains of a great railroad corporation.

We invite our readers to contemplate the picture. In the sacred precincts of friendship, fraternity and confidence, a hired apostate, a traitor, a creature whom it would be a compliment to call a villain, ingratiates himself, selected for his smooth-tongued hypocrisy, with a cheek of brass and a tongue trained to treason, on the one hand with fiery invectives he denounces the C., B. & Q. officials, and on the other hand deplores the injustice to which the workingmen have been subjected—watches with eager eye and bated breath the influence of his scheme and reports to his co-conspirators how things stand. Day and night, in storm and shine, he follows his victims through every lane and avenue, until at last, rejoicing in the prospects, he reports that the plot is a success and that some thoughtless, misguided man has been won over to the dynamite scheme. This done the C., B. & Q. officials with a grand flourish of trumpets for the purpose of ob-

securing the cruel wrongs they had perpetrated, seek to secure popular approval and cast obloquy upon men who, in their struggle for their rights had never so much as dreamed of perpetrating a crime against life or property, and against whose integrity no such charge could be made or sustained, except as shown to be the result of a conspiracy entered into between the C., B. & Q. officials and the vile creatures known as the Pinkertons.

If it can be shown—if it is ever shown in a court of justice that any engineer, fireman or switchman on the C., B. & Q., favored the use of dynamite, it will be shown that a Pinkerton detective, in the employ of the C., B. & Q., a member of the C., B. & Q. and Pinkerton conspiracy, suggested the use of the explosive, and that prior to the concoction of the plot by the C., B. & Q. and the Pinkertons to inveigle railroad employes to do wrong, no thought or purpose of criminal acts ever had an existence in their minds.

In discussing the *personnel* of the conspiracy, no epithet within the entire range of the language need be omitted out of any regard for the proprieties of language, but it would seem that in the entire sweep of villainy, the creatures known as Kelly and McGilvery, have earned a weight of infamy rarely obtained by a Pinkerton. The warts on the repulsive backs of dungeon toads are a thing of beauty in comparison. When Pinkertonism can produce adepts in crime and railroad officials can employ them, it is safe to say that society is corrupt and that law is a sham—and yet, such creatures, such scoundrels, are employed to plot crimes, and are brought into court to swear away the characters and liberties of men, as much superior to them as an arch-angel is superior to a cobra. A sadder or a more humiliating spectacle cannot be exhibited. It brings all courts where such abominable specimens of humanity are permitted to have any standing, into everlasting odium—in fact, it makes the courts where the facts are known, a party to the con-

spiracy, and in making the testimony of such abnormally developed apostates, traitors and liars, the measure of any penalty at all upon their victims, brings law, courts, judges and juries into contempt, and buries them beneath an eternal weight of ignominy.

The two miserable wretches, Bowles and Wilson played their part in the conspiracy as its managers had prepared for them, and with Kelly and McGilvery, must take their places in the pillory to be spit upon by all men who have the remotest conceptions of honor or self-respect, or who are not inoculated with the Pinkerton virus, more deadly in its influence than the fabled Upas.

The country is called upon to witness the *denouement* of a conspiracy which in its inception and in its progress, discloses a sum total of infamy rarely if ever recorded. A corporation once honored and respected, controlled once by men of honor, character and probity, deliberately bargains with thugs, sneaks, perjurers, villains of the lowest order, that men, whose only crime was a righteous demand for honest pay, might be robbed of reputation and of liberty. What the final result will be no one can tell nor foresee. It may be that some one of the victims of the C., B. & Q.'s injustice may have his liberty sworn away by a Pinkerton perjurer. It will not be the first time in the history of the world that traitors and conspirators have won. But the case will not be without its compensations. The convicted men, should the conspiracy triumph by the aid of the perjuries of the Pinkerton scamps will not be disgraced—they will only swell the list of martyrs who have suffered for a righteous cause and exalted it by their fidelity. But Pinkertonism will have arrayed against it, and all its devilish devices, every workingman in America who is worthy of the right to wield a ballot.

Another compensation will be the federation of certain Brotherhoods of railway employes for protecting their rights against the oppressions of em-

ployers. Under the various necessities brought into prominence by the C., B. & Q. strike, the Brotherhoods have gained rather than lost strength.

Already public sentiment is reacting. The infamy of the conspiracy is being fully comprehended, and the indications are that when the trial comes and all the interior facts are known, and the conspiracy exposed, the management of the C., B. & Q. will harvest sufficient odium to sink it in the estimation of honorable men to the fathomless depths of infamy, where Pinkertonism has its abode.

HONEST WAGES THE BEST POL- ICY.

There are reasons for believing that the railroads of the United States suffer immense losses by virtue of the cupidity of officials who think they save money by reducing the pay of employes below any proper standard of fair dealing. A case in point is given in the dining car service on various American roads, the estimate being that the losses of the service range from \$100 to \$600 a month, and it is reported that one Chicago line, figuring closely, found that the losses in one year footed up \$21,000. In a few instances small profits were made, as for instance the Pennsylvania lines during 1886 ascertained that the dining car service came out \$29.00 ahead. One Chicago road that showed a loss during the year of \$16,000 on its dining car service, believing that a profit could be made by running a dining car, concluded to experiment upon the idea of paying the manager of the car such a salary as would make stealing unprofitable. He heard of an exceptionally competent man who was out of employment, and sending for him, secured his services. The proposition to this new official was that he was "to receive three times as much yearly salary as during his previous engagements, but this was coupled with the condition that all supplies were to be bought for cash, all commissions on purchases were to accrue to the company instead of to

the superintendent, as had been the custom, and all moneys whatever or from any source received were to be turned over to the company, the latter reserving the right to discharge the official on a month's notice without explanation. In other words, he was given a salary that not only paid him to be honest, but inspired him with zeal in watching the interests of his line. The new departure has had a test of eleven months. In more than one direction the results have been a surprise. The dining cars have acquired a reputation of giving a better menu, better cooked, better served than almost any other Chicago line, while in place of a deficit the accounts show a profit to the company close on to \$4,000."

It will be seen that this road the previous year lost \$16,000 by its dining car service. It had hired cheap men, laboring under the delusion that cheap men are profitable, forgetting that as a general proposition men who are paid less than they esteem themselves worth, will, in ninety-five cases out of a hundred, pay themselves if they have half a chance. The road in question advanced the salary of the dining car manager to three times the amount he had ever received—paid him to be honest. Now the revelation, the \$16,000 loss of the previous year was overcome and a profit in eleven months of \$4,000 secured, and besides, the service was in all regards improved. If such reports do not point a moral, then facts are of no use to the business world. But the conclusion is facts are of service, and when railroad managers conclude to adopt the policy of paying fair wages to employes all along the line, honesty will take the place of speculation and what is quite as disastrous, a disregard of the pecuniary welfare of the owners of the road. Honest pay makes men honest. To be parsimonious, niggardly, unappreciative of men's services, never was and never will be a wise policy.

NEW ENGLAND has a Railway Clerk's Association.

RAILROAD ACCIDENTS—THEIR NATURE AND CAUSES.

The *Railroad Gazette* of recent date, contains an elaborate compilation, showing the number of railroad accidents occurring in the United States and Canada, during the year 1887, together with the number of passengers and employes killed and injured. The number of accidents is given at 1,491, and the train mileage at 615,000,000 miles, which is an average of one accident for every 412,474 miles of train mileage. The number of persons killed is given at 656. Of these 207 were passengers, 406 employes, and six others. Of the 1,946 injured, 871 were passengers, 1,031 employes and 444 others. Of the 1,491 accidents, 700 were collisions. Of these collisions, the classification is as follows: Rear, 362; butting, 309; crossing, 29. By these collisions 287 persons were killed and 871 injured. Of the 1,491 accidents, 705 are classed as derailments, killing 330 persons and injuring 1,031 others. The causes of derailments are given as "defects of road" as follows: Broken rail, 50; loose or spread rail, 31; broken bridge or trestle, 39; broken or defective switch, 23; broken or defective frog, 7; bad track, 2. Total accidents caused by defects of road, 152. Derailments by defects of equipment are given as follows: Broken wheel, 27; broken axle, 45; broken truck, 8; failure of coupling or draw bar, 4; broken parallel or connecting-rod, 1; broken car, 1; loose wheel, 2; fall of brake or brake-beam, 10; failure of power-brake, 2; total, 100. Derailments arising from "negligence in operating," number 74, as follows: Misplaced switch, 49; rail or bridge removed for repairs, 4; making flying switch, 2; runaway engine or train, 6; open draw, 3; careless stopping and starting, 2; bad switching, 8. The total unforeseen accidents are stated as follows, and number 129: Cattle on track, 32; snow or ice, 6; washout, 11; landslide, 16; accidental obstruction, 31; malicious obstruction, 12; wind, 7; man on track, 7; rail or switch properly misplaced,

12; others 7, and unexplained, 243. Accidents occurring without collision or derailment, number 86, killing, 39 persons and injuring 44 others, are accounted for as follows: Boiler explosion, 14; cylinder explosion, 2; broken parallel or connecting-rod, 17; broken axle, 5; cars burned while running, 8; broken wheel, 4; broken tie, 1; other breakages of rolling stock, 23; mass falling on running train, 5; accidental obstruction, 3; other causes (1 each) 4. Recapitulated, the statement is as follows:

Total number of collisions	700
Derailments—Defects of road	152
Defects of equipment	100
Negligence in operating	74
Unforeseen obstructions	129
Unexplained	250
	<hr/>
	705
Accidents without collision or derailment	86
Total	<hr/> 1,491

In the foregoing it is shown that there were 700 collisions, and the causes are given as follows: Train breaking in two, 55; misplaced switch, 44; failure to give or to observe signals, 53; mistake in giving or under standing orders, 42; maliciousness, 2; power-brake failure, 7; miscellaneous, 78. Total explained 281, leaving unexplained 419 collisions.

It will be observed that 49 causes of accidents during the year 1887, are given—leaving 652 accidents unexplained, and for which no cause is assigned. Of these 419 are collisions, and 243 derailments, and these unexplained accidents caused the death of 110 persons and the injury of 386 others.

Such statistics are of the greatest importance, not only to railroad employes, but to the traveling public. We have 152 accidents resulting from defects of road, 100 accidents caused by defects of equipment, and 74 accidents caused by negligence in operating the roads. Manifestly, such accidents are within the limits of supervision; they are to be classed with the preventable. The *Gazette*, referring to

collisions says that "mistakes" in, or concerning telegraphic orders, which constitute the chief cause of butting collisions on the open road, have increased 50 per cent. over either 1886 or 1885. As we noted a year ago, a considerable share of these blunders is the fault of men at headquarters, where there is the least excuse for inefficient service. Various reasons may be given for having careless or ignorant conductors on freight trains, but lack of good dispatchers is excusable neither by lack of money nor of candidates. A road which cannot afford first-class talent in this office has no right to run trains, and those who cannot find men to fill the places are bound to educate "raw material" without delay. The subject of railroad accidents brings into the boldest possible prominence the question of overwork on the part of men in charge of trains. Overwork is fatal to efficiency. It is a vital question and ought to be widely discussed. The tables relating to accidents and their causes, emphasizes the importance of employing first-class men, for, says the *Gazette*, "whichever way we look at the record, whether at frequency of accidents or severity of results, the cases attributable to inefficient or insufficient help, faulty discipline, lack of supervision and the like, constitute by far the largest single class. Here then we have it stated upon high authority, that "inefficient and insufficient help," results in accidents, and the killing and maiming of passengers and employes. And just here it may be well to remark, that the Brotherhood of Locomotive Firemen is assiduously engaged in the noble purpose of supplying railroads with efficient men; men true to duty and to obligation. The fact that faulty discipline prevails on roads, is doubtless largely attributable to the fact, that inefficient men cannot be disciplined. Efficient men comprehend the importance of discipline. They are the advocates of strict obedience to orders, without which, there can be no discipline, nor safety. Efficiency means more than

skill. It means sobriety, watchfulness and integrity, and such men railroads, if they choose, can have in every department. The lack of supervision is inexcusable—and when a railroad accident occurs by virtue of inefficient or insufficient help, by faulty discipline and lack of supervision, a crime is committed, the penalties for which should be severe. From 1873 to 1887, both inclusive fifteen years, there have been reported 17,726 railroad accidents as follows:

Collisions	6,301
Derailements	10,401
Other accidents	924
Total	17,726

It is worthy of remark that in 1873, when there were only 70,278 miles of railroads in operation, the accidents numbered 1,283, while in 1887, with 137,000 miles in operation, the accidents numbered 1,491. But in 1878, with 81,776 miles of road in operation there were only 740 accidents. Thus it is seen that 1878 with 11,498 miles more road than in 1873 there were 543 less accidents. In 1883, with 121,454 miles of road in operation, there were 1,640 accidents, while in 1887, with 15,000 miles more road in operation, there were 149 less accidents. With such figures in view, it will be difficult to arrive at satisfactory conclusions, but when the causes of disaster are known, practical men can readily arrive at safe conclusions relating to their preventability, and to such statistics the public mind will be more and more attracted. And here we regard it prudent to say, that the various Brotherhoods and associations of railroad employes, are striving to supply the railroads of the country with men capable and trustworthy, whose capabilities and character are in the line of substantial guarantees, that in so far as human effort can accomplish ends, accidents when they are in charge of trains, will be reduced to the minimum.

A NEW freight depot is being built at Port Jervis, on the Erie.

FEDERATION.

The motto of the United States is, "E Pluribus Unum," which means "one from many," or "one out of many," or "one composed of many." It brings into prominence the maxim, "In union there is strength."

The term "Federation," has numerous synonyms, such as "league," "alliance," "coalition," "union," "combination," "compact," etc., but the term "federation," as we shall use it, embodies in the fullest sense our idea of a union of Brotherhoods of certain railroad employes for purposes of strength when union is required to secure a righteous settlement of controversies which relate to their welfare.

Just here we desire to place upon record for the hundredth time, more or less, the fact that the *Locomotive Firemen's Magazine*, since it has been under our editorial management, has advocated such fraternization, such harmony and unity of organizations of railroad employes as would lead ultimately to federation.

To our mind, federation has not been a dream, a vague, undefined, or illy-defined theory. It has not been a whim, a mere vagary, but rather a necessity, which would ultimately come to the front and demand action. We are fully of the opinion that organization leads to federation by laws in human affairs as certain in their operation as the laws of attraction and gravitation. The tendency is always and steadily in that direction. This, we think, will be admitted even by those who have not been able or willing hitherto to comprehend the logic of events.

Organization has its origin in the idea of the strength of united effort. Single-handed, little can be accomplished, while united effort bears down opposition, removes obstacles and achieves victories.

The tendency in the United States among workingmen, is to organize, and the reason for this, is easily found. Here the workingman is a citizen, clothed with sovereignty and with all

the rights and privileges that belong to other men without regard to condition, profession or calling. Notwithstanding these things, for years past the condition of workingmen in the aggregate, has steadily grown worse. We speak of the rule, not of the exception, and of the exceptions it should be said, their better condition, with little effort can be traced to compact organization.

As a general proposition, organizations of workingmen begin with trades, that is, particular trades organize—form unions, or leagues, or orders or brotherhoods. These organizations have in view not only the maintenance of fair wages but include social and benevolent features of great value to society and to the state. By exacting small dues they provide against many ills and sorrows incident to human life. They care for the sick, bury the dead, and provide for widows and orphans—in doing which, they illustrate many of the divinest precepts of Christianity, and to the extent that such things are done, our civilization is richly adorned.

One of the great benefits which such organizations have secured, has been the education of their members in matters pertaining to financial and economic questions. They have investigated the question of the relations between capital and labor, taxation and revenue, earnings on the one hand and profits on the other hand. Nor have they been unmindful of the fact that they have been the victims of unrighteous and oppressive laws and of the decisions of corrupt and venal judges. They have seen men pleading with uplifted hands for so much of their honest earnings, as would enable them live, as become American citizens, to provide for themselves and their dependent wives and children the simple necessities of life, thrust aside by arrogant and soulless corporations and made to suffer the penalties of death and imprisonment for their temerity.

Such things have indefinitely expedited the organization of workingmen

in the United States, and with organization has come boldness of speech and considerate investigation as to what other steps could be taken to still further improve their condition.

It so happens—fortunately, we think—that when men are hesitating to take an advanced step, those of all others most opposed to a new departure do the very thing which makes it inevitable. It brings into prominence the fact that “behind a frowning Providence” a “shining face” is often hidden, to beam forth upon the men of courage who dare to stand for their rights when fortune and fate seem to have combined against them, and who are ready to lead a forlorn hope and make one more effort to wrest victory from the jaws of defeat. In the C., B. & Q. strike the soulless corporation had, as they thought, prepared for every emergency. They knew the strength of the engineers and firemen, they counted noses, and believed after a little delay they could supply their places. We speak of what the corporation thought, not of the fact; and it is true that to a certain extent the corporation did supply the places of the engineers and firemen and switchmen. There was an alliance from the first between the engineers and firemen, and subsequently the switchmen came in. The strike and all of its attendant circumstances as one of its compensations, has brought into the boldest possible prominence the unqualified importance of federation, because now it is seen if from the first there had been federation between engineer and firemen, switchmen and brakemen on the C., B. & Q., victory for the right would have been achieved in a day.

It is not our purpose in this article to suggest the methods by which federation is to be accomplished; these will require deliberation, consultation and legislation. That the question will come up at the Atlanta convention is a foregone conclusion, and we hail with undisguised approval the advent of the question in the deliberations of our Brotherhood. We see

in it the harbinger of a new era, fraught with untold blessings to workingmen. It is at once a fortress and a lighthouse. It is the olive branch of peace. It voices arbitration, concession and compromise on the one hand, and if this will not win, then it means such a federation of forces as will secure victory and command approval.

Nor will federation end with the Brotherhoods we have named. It is as the voice of one crying in the wilderness, prepare the way for the triumphant march of labor to its rightful place in the affairs of men and of governments. To the toiling masses, federation is to be like the shadow of a great rock in a weary land, and it will be to us ever a source of inexpressible satisfaction that in our day and generation we had an opportunity to bear some humble part in advocating its establishment in the industrial affairs of the country.

.....

OCCASIONALLY the courts approximate justice in awarding damages when railway employes are maimed or killed. A brakeman in the yards at Boston lost both of his arms by being run over by an engine. The courts gave him \$13,000. This sum at 6 per cent. would yield \$780. It ought to be the law, in every case of death or disability, that the award should be a sum which at 6 per cent. interest, would yield a sum equivalent to the annual wages of the victim at the time of his death or disability.

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IN Russia the highest speed yet attained on any of its railroads is twenty-eight miles an hour, the courier train between St. Petersburg and Moscow. The ordinary speed of passenger trains ranges from ten to fifteen miles an hour. The mail trains move at the rate of twenty miles an hour, and at present an imperial commission is wrestling with the question of increasing the speed to twenty-three miles an hour.

OUR BROTHERHOOD.

If, as the sacred Book says, "there is a time for all things," that is, we suppose, an appropriate time for all proper things, things of good report, then there must be a time for retrospect, for stating facts, for noting mistakes and defeats, as also for the contemplation of the wisdom of plans and policies and resultant victories. An annual or biennial review of the growth and achievements of the Brotherhood of Locomotive Firemen would seem, therefore, to be in order, appropriate and opportune. In discussing growth, rapid advancement is not desirable if the new material cannot stand the severest investigation as to quality. Poor material in a Brotherhood is scarcely better than no material at all, often worse. A member of the Order who does not seek to comprehend its mission, its policy and laws, who is not animated by purpose and ambition to promote its usefulness and widen the boundaries of its influence, who prefers kicking to pulling, and who is lacking in fidelity to obligation, is no advantage to a Brotherhood; on the contrary, such members are always a positive disadvantage, more or less dead weights who have to be carried. When Brotherhoods grow in membership of the right material, then strength increases morally as well as financially, and the time never was, nor will it ever come, when the weight and sweep of their influence could be or will be accurately measured.

Permanence, indestructibility are associated with slow growth, and when an organization such as the Brotherhood of Locomotive Firemen is securing men of character and courage and of moral worth, and when it is eliminating from its ranks men who are deficient in such qualities, though growth may be slow, there is great cause for felicitation and encouragement.

It has been said that the growth of our Brotherhood has been phenomenal. This is true, true not only in regard to Lodges and membership, but also in a wise comprehension of its mission.

The Brotherhood of Locomotive Firemen has had its share of vicissitudes. Human, it has made mistakes. Taught in the school of experience, a mistake has only served to increase its sagacity. Watchful, making no pretensions to "mystical lore," it has, nevertheless, understood the logic of "coming events" and correctly interpreted their "shadows." The first of the great Brotherhoods to adopt biennial sessions, it demonstrated the feasibility of enacting laws which would serve every wise purpose for two consecutive years, a great saving of time and money.

During the last fiscal year, from July 31, 1887, to August 1, 1888, thirty-seven new Lodges were organized, swelling the number to 384. The strides of the Brotherhood have been gigantic. To say that its march has been onward and upward is to use a figure of speech in no sense extravagant. It is simple truth. No other words could so happily express conditions, and this fact we think will be fully demonstrated before we close this article.

The Brotherhood of Locomotive Firemen is often referred to as a benevolent organization. This is true. In a thousand ways the benevolent features of the Order adorn its operations. There is visiting the sick with watchful solicitude, and in thousands of instances there is love and sympathy as pure and unselfish as ever gladdened the eyes of angels. The purposes of the Brotherhood are benevolent in so far as they voice sentiments calculated to improve the condition of the membership, and every one of them are designed to help the membership along the rugged roads of life, keeping always in view that sobriety and industry are in every game winning cards.

But to keep the Brotherhood in marching trim, to enable it to hold advanced positions and secure higher planes for expansion and operation and meet every obligation, money must be had. There is but one way to secure the money, and that is for

the membership to pay it in to the proper officials. To pay promptly, to pay fully, to meet every financial obligation is the high, the ennobling test. It evinces integrity and tenacity of purpose. Those who pay say by their acts, "The Brotherhood is worth all it costs," and of such, we had almost said, "are the kingdom of heaven," and we do not hesitate to say they are in purpose closely allied to those who would, in some measure, make earth resemble heaven.

We have said in these columns that it is the battle, not the drill, that makes the soldier, and the storm, rather than the calm, that makes the sailor, and the Brotherhood fireman who pays his dues and assessments is equal to every emergency of his calling.

It will be interesting to a great many of the readers of the *Magazine* to know that during the two past fiscal years, the Brotherhood has paid out on 311 death and disability claims the splendid sum of \$466,005, and including \$5,106.50 donated by the Minneapolis convention to widows and orphans, gives a grand sum total of \$471,111.50, disbursed during the two fiscal years ending July 31, 1888.

Such facts and figures indicate pretty conclusively that locomotive firemen, members of the Brotherhood, are equal to their obligations and have a conquering faith in the Brotherhood. We could further embellish this article with facts relating to the C., B. & Q. strike, in which sum totals of assessments and contributions approximating a quarter of a million dollars, bear eloquent testimony to fidelity to obligation, worthy of lofty eulogy.

Daniel Webster on one occasion, referring to Massachusetts, said, "there she stands," and in closing this article we point to the Brotherhood of Locomotive Firemen and say, "there it stands." Look at it. Its boundaries are continental. With its 384 Lodges and its 20,000 membership, pursuing the right as it is given it to see the right, with a record luminous with noble deeds and work well done, we can

trust it in the future as we have done in the past, and we shall continue, so far as ability and opportunities permit, to aid our comrades, tried and true, to achieve still more notable victories and a still wider sphere of usefulness.

.....

TOUCHING the responsibility of railroads, it is stated that in Tennessee a young locomotive engineer, "earning \$4 per day, of industrious and sober habits, and with an expectation of life of thirty-one years, was killed by his engine being thrown from the track by reason of a defect in the road at a sharp and dangerous curve on the side of a mountain. In an action by his administrator against the railroad company, to recover damages for his death, the evidence showed that the company had been notified that the road was defective and had failed to put it in safe condition, and had sent deceased out on an engine that was out of repair and liable to jump the track, and it did not show that deceased was guilty of contributory negligence. The jury rendered a verdict against the company for \$8,000." If the young engineer had lived and worked at \$4 a day for thirty-one years making, say, 300 days a year, he would have earned \$37,200. If he had expended one half of the sum for living he would have had on hand at the time of his death \$18,600. All things considered \$8,000 was a pretty fair verdict.

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IN Louisiana the United States Circuit Court made the exceedingly unjust decision that in a case where a brakeman was killed by the negligence of the engineer, the railroad was not liable, which brings into prominence the "fellow-servant" abomination. If there is a law in existence which ought to be repealed it is the "fellow-servant's" responsibility outrage.

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THE New York Elevated Railroads carry 500,000 passengers a day, and Jay Gould looks forward to the time, not distant, when they will carry 2,000,000 passengers a day.

REDUCING REPRESENTATION.

The question of reducing the number of delegates to the biennial conventions of the Brotherhood of Locomotive Firemen, is now up for debate. It is an important question, requiring much thought and deliberation, but it must be met and settled. That it will come up for debate at the Atlanta convention, goes without the saying. It is a question that bears, not only upon healthy deliberation, and therefore upon well matured policy and laws, but upon finances. If, therefore, it is conceded that by reducing the number of delegates to the biennial conventions of the Order, we can secure better laws at a reduced cost, a movement will be made to perfect some system whereby the welfare of the Brotherhood will be promoted.

In this connection, a number of important propositions are presented, the investigation of which, is interesting and instructive.

First—the growth of the Brotherhood. In 1880, eight years ago, there were one hundred lodges, then the annual convention consisted of one hundred delegates, now there are 384 lodges, and therefore 384 delegates. Persons at all familiar with deliberative bodies, need not be told that to bring such a body of representatives into such harmonious action as to secure quick, and at the same time good work, is no easy matter. Necessarily there will be a great variety of opinions, and time is required for their expression. It requires time to prepare measures; to shape them for action; to eliminate crudities; to boil down, so that the welfare of the Order shall be promoted. And here it must be remembered, that time is limited and therefore precious, in fact, and in a special sense, “time is money.” But unwieldly bodies move slowly. It follows, therefore, that to reduce the number of delegates, business will be indefinitely expedited, and at the same time money will be saved. Measures will be more thoroughly matured and the general welfare promoted.

Second—the financial question is a

vital one, and should be thoroughly investigated. Now we assume that it costs in cash, at least, \$100 each for every delegate to attend the biennial convention of the Order, and that the cost of the convention for 1888, will approximate \$38,500, equal to \$19,250 a year. If, therefore, the delegates were reduced to one hundred, the biennial cost would be \$10,000, a saving of \$28,500, equal to \$14,250 a year, equal to the wages of a fireman thirty-nine years and seven months, for biennial savings, or, fourteen years, nine months and fifteen days for the annual savings. Now, if it can be shown that this expenditure is a clear loss, which would be true if the interests of the Order could be better subserved by 100 rather than 385 delegates, prudent men will at once see the wisdom of devising a plan whereby the benefits pointed out could be secured. But upon a thorough analysis of the financial questions involved, it will be found, we think, that the saving to the Order will be greater than we have stated. Since by reducing the delegates from 384 to, say, one hundred, 284 men would be earning wages at least two weeks, instead of expending \$100 each as delegates.

To devise a plan for a less number of delegates, and at the same time provide for fair representation, will, as we have intimated, require time and deliberation, and the time has arrived for suggestions. Manifestly, the idea is districts. Representation by districts is feasible. The first thing is to settle the question of number. We are confident the number of delegates should not exceed one hundred; one hundred should, we think, be the limit. We would simplify the district question by making each state and territory a district, each entitled to one delegate, that would give forty-six delegates, and necessitate providing for fifty-four more. We would have the forty-six delegates from the districts predicated upon a membership of 200 members or less. If a district had 400 members it would be entitled to two delegates, and so on for every

additional 200 members. This, we think, would supply the required fifty-four delegates to make up the full number of one hundred. We suggest states and territories for districts, because boundaries are defined and therefore easily recognized and understood, and would obviate entanglements, and aid the work of forming districts. We can readily imagine modifications, but this is not the time to introduce, nor discuss details. What is wanted is a starting point, and propositions easily grasped, and then discussions will be practical.

Time is too short to mature a plan for the Atlanta convention, but it may be suggested that the convention may appoint a committee, say of five, whose duty it shall be to devise, prepare and submit a plan for districting, not only the United States, but Canada, for the purpose of reducing the number of delegates to the biennial conventions of the Order, and here it may be remarked, that the Provinces of Canada might take the same positions as states and territories, delegates to be regulated upon the same basis, in which case if the representation based upon membership should be over or underestimated, modifications to suit the case could be easily made.

The plan to be submitted, should the convention appoint a committee for the purpose, should include a map of the country, showing the number of Lodges in each state, territory and Province, and the number of members of each, and this done, the Brotherhood would have an intelligent comprehension of the subject, and the committee would be better prepared to mature a satisfactory plan.

Our purpose at this writing is to bring the subject prominently before the Brotherhood, that it may take shape and be ready for adoption prior to the convention of our Order in 1890.

FIFTY THOUSAND metallic ties have been ordered by the railways of Mexico from England. They are to be used during the present year.

EQUALITY OF CONDITIONS.

The American idea is that all men are born equal, and are endowed by the Creator with certain unalienable rights. Grand old St. Peter ascertained, very much against his inclination, that God is no respecter of persons. Hence the propriety of the caption of this article, "Equality of Conditions." Equality before the law is often a topic in the discussion of which the genius of American institution is extolled. So far as the State is concerned there is an equality of rights, privileges and opportunities. We have no titled nobility, no recognized aristocracy; class and caste are unknown. Class legislation is unconstitutional. One American citizen has just as much sovereignty as another. The sovereignty is lodged in the ballot.

In writing of the equality of conditions we have one purpose in view, and that is, if possible to exalt the declaration that "an honest man is the noblest work of God." An honest man may be poor, but that does not diminish his nobility, and a dishonest man, though rich as a Gould, a Vanderbilt, or a Rothschild, is his inferior.

In writing of the equality of conditions, we mean natural conditions, and conditions recognized by the laws of the land, in so far as they pertain to the rights and privileges of the people. We do not overlook the fact that there are artificial conditions, adventitious conditions, none of which, nor all of which combined, could affect the proposition that all the people in the United States, excepting criminals, insane persons and idiots, in so far as laws are concerned, occupy absolutely the same level, the same plane.

Now, it is true that while the people of the United States recognize the fundamental facts which we have stated, as constitution and statutes bear ample testimony, there are a great many people who from the first, and the number, we regret to think, is increasing, who now believe that mere adventitious inequalities should be regarded as primal, fundamental, and should exert a more potent influence in affairs generally.

The man who happens to be rich looks with proud disdain upon the man who is poor. The man who is educated regards the unlearned man with aversion. The major general revolts at associating with the man who carries the knapsack and the gun. The skipper who commands a steamship, an ocean greyhound, has a contempt for the captain of the little craft. The architect who plans the palace or the monument groups all who work by his plans and rear the edifice very much after the style that Pharaoh contemplated the slaves who built the pyramids and hewed out the sphinx.

We could multiply illustrations indefinitely. But we have said enough to enable the reader to "catch on," if he desires. Still, it may be added that this tendency of thought and action has not escaped working men and organizations of wage earners. This may seem strange, but it is not more strange than true, and the facts crop out now and then in a way that cannot fail to excite comment, if not derision.

To such of the great fraternity of workingmen who assume superiority over the more humble toilers the idea does not seem to occur that they, too, wear the badge of labor, that they live by work, and that when they curl their lips or elevate their noses in the presence of their less fortunate comrades, they demonstrate a desire for an alliance with those who treat all laboring men with supercilious disdain. They are at heart autocrats and aristocrats, and on all occasions, when opportunity offers, do not hesitate to air their arrogance and authority.

From individuals this peculiar weakness not infrequently passes to labor organizations, and that, too, chiefly, because one class of workers receives more pay than another class of workers. And here, again, the bed rock of the ostracism is money, not brains, not character, not probity, not fidelity to obligation, but money, as if money were the test of nobility. If that were the touchstone, who could vie with a Vanderbilt or a Gould, a Huntington

or a Sage? If that be the test, then the C., B. & Q. corporation could justify its arrogance when it treated engineers, firemen and switchmen, as of no more account than so many mules.

There is just now talk of federation; the federation of engineers, firemen, switchmen and brakemen. The C., B. & Q. strike has taught working men on the rail a lesson, never to be forgotten; it is the equality of conditions when a strike is on hand and must be lost or won. A strike levels down and levels up, and if there is to be a federation of the orders we have named, the equality of conditions must be recognized. The man who throws the switch, the man who handles the scoop, the man who holds the throttle, and the man who handles the brake, must stand absolutely equal without regard to wages. In the grand federation of states which makes our ocean-girt republic, little Rhode Island stands equal to Texas, out of which a hundred Rhode Islands could be carved.

If there are those who indulge the vagary that anything less than a recognition of equality can, or will be tolerated, they should dismiss it. The inter-dependence of the Orders must be recognized, and this done, the work of federation will go forward, and will accomplish its beneficent mission.

PAPER car wheels were first made by Richard N. Allen, in 1869. Nineteen years ago, when Mr. Allen suggested paper for car wheels he was laughed at, the fate of pathfinders generally, in science, religion or mechanics: It was with great difficulty that Mr. Allen could obtain the use of a wood car for six months to test his invention, but succeeding, he obtained an order from the Pullman Palace Car Company for 100 wheels in 1871, and a few years later, the Allen Paper Car Wheel Company made 1,000,000 paper wheels in one year. Mr. Allen is now in a position to laugh at those who laughed at him, and having the last laugh, doubtless laughs best.

THE ATLANTA CONVENTION.

The first biennial convention of the Brotherhood of Locomotive Firemen will be held in the city of Atlanta, Georgia, beginning on Monday, the 10th day of September, 1888.

Hitherto the conventions of the Order have been held north of Mason's and Dixon's line. In this, however, there has been no sectional significance, except in the fact, that a vastly preponderating per cent of Lodges and membership, has been north of that historical line. The Brotherhood from its organization has been anxious to go south and "grow up with the country." It absolutely knows no north, no south, no east, no west.

"No pent up Utica contracts its powers"—

It is continental in its purposes, policy and ambitions. It cares no more for natural or artificial boundaries, than does the inter-oceans of the north, or the mighty Mississippi, in their flow to the sea. It is not a partisan, political organization. It matters not whether its membership are Woman Suffragists, Prohibitionists, Republicans or Democrats, its politics is confined to an intense desire for good government, and for the enactment of laws that shall not discriminate against men who work for wages and create the wealth of the country.

The representatives of the Brotherhood, delegates from 384 Lodges, meet to deliberate for the welfare of 20,000 locomotive firemen. The people of Atlanta will find them a body of earnest, practical men, as have been their predecessors, who in fourteen years, have solved the most difficult problems, carried the Order across the continent, into Canada, and into every state and territory of our great republic. By consulting the record, it will be seen that the states of Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, Louisiana, Arkansas and Texas, have 26,699 miles of railroad, and 3,047 locomotive engines. With that number of engines, there must of necessity be the same number of firemen; indeed it is safe to say, in the

states named, there are not less than 4,000 locomotive firemen, and it is the ambition of the Order to bring much the largest per cent. of that number under the banner of our Brotherhood.

The Brotherhood surveys the south with eager eyes. In that fair land, what ever may be said of other localities, railroad building is in its infancy; 26,699 miles of railroads do not, in the nature of things meet the requirements even of the present, and consulting reliable data relating to the rapid development of southern resources, it must be evident to all in any measure capable of comprehending the mighty forces in operation, that railroad building in the south is to go forward in the future with steadily increasing energy.

Under such circumstances it is not surprising that our Brotherhood holds its first biennial session at Atlanta, the queen city of the south, a city famed for its progressive spirit, whose citizens forgetting the things that are behind, press forward in the race, and keep abreast of the most advanced, and whose influence is constantly exerting a vitalizing power throughout a wide region of contiguous territory.

Again, the Brotherhood goes to Atlanta to hold its first biennial session, because of the heroic demand of the membership of the forty-four Lodges, scattered throughout the south that their section should have an opportunity to introduce the representatives of the Order to the people of their section. Wherever the conventions of the Brotherhood have been held, great good has been accomplished. To see three or four hundred men in council, deliberating upon matters directly touching the interests of 20,000 wage workers is a spectacle well calculated to make favorable and lasting impressions, and such, we believe, will result from the meeting at Atlanta. The policy and purposes of the Brotherhood will, in the south, challenge investigation and criticism, and the more searching and incisive, the better the Brotherhood will like it.

We anticipate an unusually rich

harvest of good results from the deliberations at Atlanta. Representatives have learned the great advantages to be derived from experience, and we expect to meet the best equipped men in the Order for the transaction of business. While there may be diversity of opinions, there will be singleness of purpose, and in the spirit of moderation, concession and compromise, that which is for the best, is certain to prevail.

A PROPOSITION WORTH CONSIDERING.

In the July number of the *Union Pacific Employé's Magazine*, we read with no little satisfaction an article captioned, "Will not a reduction in wages follow disorganization?" If it has been found that organization has helped to advance wages, it follows, we think, with inevitable certainty, that a reduction of wages will follow disorganization, or, more properly, the lack of organization. The *Union Pacific Employé's Magazine* publishes the following, which is conclusive. It says:

"When on May 1, 1884, the Union Pacific Railroad Company posted an order for a reduction in the wages of their employés of 10, 12½ and 15 per cent., according to the pay each received, 10 per cent. being on the lowest paid, and 15 per cent. on the highest paid, it excepted the engineers and firemen. Every other person in every department, including Superintendents, Master Mechanics and Foremen came under the reduction. The engineers and firemen were the only men that were organized; a very good reason why the reduction did not effect them, and illustrates the preventive effect of organization."

There is a vast amount of spread eagle oratory in this country about men being born "equal" and "possessing certain unalienable rights, life, liberty and the pursuit of happiness." and it is all very well. We do not object to it, but we would have men practical. We would have the substance as well as the theory of liberty. We would have men to comprehend the meaning of sovereignty and the supreme power of the ballot. We would have American citizens comprehend the prerogatives of American citizenship, and that its crowning glory is independence. Now then, to maintain independence as understood in the United States, men must be able

to earn enough money to live in good houses, wear decent clothing and have a sufficiency of the necessities of life. Anything less than this is a blow aimed at American independence, the independence of American citizenship, and the man or the set of men who would resort to any means whatever to deprive workingmen of sufficient wages to maintain the dignity of American citizenship, are enemies of their country, the foes of society, and traitors to humanity, and that there are such in the country requires no argument to establish.

In view of this fact, what is the patriotic and imperative duty of workingmen? Manifestly, it is to organize and to federate. There is absolutely no other way to solve the problem. There is an efficient power in organization, in unity of purpose, which once brought into operation, settles the question of wages upon a basis of justice, without which justice will never be secured. Are we to have such organization and federation? If so, when? We believe that the organization of laboring men in the United States is in its infancy. The number of men dependent upon their wages for a living outside of labor organizations vastly outnumbers those who keep step to the drum beat of organization, and yet labor organizations are multiplying in every direction. It is as but yesterday when there was not a paper in the country devoted to the interests of laboring men, now they are numerous and are taking high position in ability, and in the ranks of workingmen are to be found those, who by their intelligence and comprehension of economic questions, are recognized as statesmen. The educating forces in operation and which are becoming more potent, are everywhere bringing workingmen into line under the banner of organization, and the day is not far remote, when a majority of the workingmen of the United States will be organized and then their emancipation from the crushing curses which now environ them will be accomplished. The good seed is broadly

sown; it has taken root and is germinating in good ground, and the harvest time is coming—coming as certainly as Jehovah's bow of promise spans the storm-cloud, symbolizing seed time and harvest. We speak for America and Americans, not for king-cursed and army-cursed Europe. It may be that to many the outlook is not cheerful. There are those, who, planting an acorn in the evening would have a full-grown oak in the morning. Patience is a virtue. The revolution has begun. It will not go backward. Defects will come here and there, men will come and men will go, but the principles of justice will go on exerting their commanding power forever. Labor creates all the wealth, and labor is going to be awarded its rightful share and it is to be accomplished by organization and federation.

FOR POLITICAL ACTION.

The above caption is that of a circular we have received from Chicago, recording the action of a large number of railroad employes of that city, and setting forth the reasons for such action. The circular in question, referring to the probable federation of the Brotherhoods of Engineers, Firemen, Switchmen and Brakemen, says:

More especially has this feeling of independence of party ties manifested itself since the inauguration of the great strike on the C. & N. W. Railway system, in which twenty-seven hundred railroad men, in a contest for their rights, have been subjected to the confine of a powerful corporation and denied a just hearing of their cause by the *subsidized press*, and ignored by the *official representatives of the State Government*, as shown by the suppression of the evidence and report in the inquiry conducted by the State Board of Railway Commissioners, and also the failure of the Interstate Commerce Commission to set on foot an inquiry as to the effect of the strike upon interstate commerce, after the Chairman of the Interstate Commerce Commission, Judge Cooley, had expressly agreed with the attorney of the Brotherhood of Locomotive Engineers, Firemen and Switchmen to open such inquiry. In the city of Chicago, not later than June 10th of the present year. For these and many other reasons, and evils arising from abuses of long duration, it was deemed proper by the representative employes of all railways entering the city of Chicago to organize the railroad employes of Illinois into an independent body for action in the approaching state election.

In writing this article, we do not discuss partisan politics, we discuss LABOR in politics without reference to party, and totally independent of

party. Labor is in politics. It has a right to be heard in legislatures and in congress where laws are enacted. In the first place it demands in legislation that no laws shall be enacted, by the operation of which, labor is embarrassed or oppressed and if vicious laws are upon the statute books of the nation or of any of the states, whereby labor is wronged, it demands their repeal.

The extract we have made from the circular is conclusive of wrongs to railroad employes. To right these wrongs but one method presents itself to law-abiding workingmen, and that is the ballot. To wield the ballot intelligently and heroically is the workingman's last resort, in fact, it is the remedy which commends itself to all right thinking men.

The circular from which we have quoted, further says:

Among the objects we wish to accomplish are:
The repeal of all *conspiracy laws* that menace constitutional rights of citizens. The repeal of the co-employé act, under the provisions of which, if one employé is injured through the carelessness of a co-employé, they cannot recover damages. We also wish to have laws enacted that will benefit wage-workers in general. The abolishment of all private-armed bodies under the direction of so-called "Detective Agencies."

The movement, so far, is confined to the state of Illinois, but Illinois is not the only state cursed by conspiracy laws, by co-employé acts and by Pinkertonism, private armed bodies under the direction of "so-called Detective Agencies," but were it otherwise, railroad employes throughout the country would feel a profound solicitude in the Illinois movement. The "conspiracy law" of Illinois was made in the interest of corporations and to strike down workingmen. It was made to strike down free speech and a free press, and the free action of American citizens in the open, free, manly discussion of wrongs inflicted by laws and by courts. It was intended to Russianize Illinois and has accomplished its purpose to some extent and it is a happy augury to see railroad employes combining to expunge it from the statutes of the state.

Again, the railroad employes of Illinois on combining to repeal the co-

employé act by virtue of which railroad corporations escape the just penalties of their acts and their policy, by making the death or disability of one employé the act of some other employé, though the unfortunate man had no more control over the act of his co-employé than he had over the acts of the President of the corporation, and yet thousands of men have been denied any compensation for injuries received by a law which was enacted in the interest of corporations and in flagrant violation of the rights of the employé.

It is furthermore the purpose of railroad employes of Illinois to forever do away with the mercenary cut-throats known as the Pinkertons, and in this there must be universal approval of all men who are not utterly debauched by sentiments peculiar to lands under the sway of autocrats.

In these things we have the basis of "political action" in Illinois on the part of railroad employes, and it goes without saying that it should be the basis of political action throughout the entire country wherever a railroad employé casts a vote.

Candidates for office, from the lowest to the highest, should be interrogated. They should be required to define their positions. The party with which they affiliate should cut no figure at all. The questions should be, How do you stand on conspiracy laws which treat as conspirators men who meet to deliberate about wages and the cruel wrongs inflicted by such corporations as the C., B. & Q.? How do you stand on the co-employé law, which permits a corporation to escape the just penalties of its acts, its management and its policy? How do you stand upon the question of employing Pinkerton thugs, mercenary villains, conscience scamps who shoot and murder and for so much a day—a vagabond class whose vocation is perjury, murder or any other crime in the catalogue, and who have no more regard for a workingman than a man-eating tiger has for its victim? If the candidates are not explicit in their

public declarations of eternal hostility to such things let them find support outside of the ranks of labor. Such politics this *Magazine* advocates with all the ability it can command. It has the indorsement of conscience and judgment, and the heart of every railroad employé in the land should throb responsive to the demand for such politics to triumph.

THE State of Iowa, as has been stated in this *Magazine*, has a law which imposes severe penalties for blacklisting a railroad employé, and the *Railway Service Gazette* would like to see some manager with sufficient manhood and courage "to nail upon the bulletin board of his road an order something like this:

NOTICE.

TO WHOM IT MAY CONCERN.—While the undersigned is manager of this road, no employé leaving the service of the company, under any circumstances, will be blacklisted. Ex-employes of this road may seek employment elsewhere, and if officials of other roads ask for reference of this road, I have instructed all officers to reply that such a man was employed for a certain length of time in a certain capacity, without other comment of any kind. The laws have made blacklisting a felony, and it is such, and due notice is given that I shall uphold the law. Any official of any road who sends a blacklist to this road may expect that I shall at once place it in the hands of the person so blacklisted, and furnish all evidence in my power tending to the conviction of the criminal.

Signed, ———.

Blacklisting in intent is a crime scarcely less heinous than murder. Those who engage in it intend that the victims shall not obtain employment, that they shall be idlers and vagabonds in the earth. The blacklister is therefore an enemy of society, an enemy of peace, order and prosperity. He is more to be dreaded than a mad dog or a man-eating tiger. He will have to go.

RAILWAY construction, which it was claimed would show a large falling off this year, does not so far justify the conclusions reached. At this time it looks as though as much new track would be laid this year as in any previous year, with perhaps one exception.

NIGHT AND MORNING.

The heroic strikers on the C., B. & Q., the engineers, firemen and switchmen, since February 27th, 1888, have been, to use a figure of speech, marching and struggling for their rights under circumstances suggestive of night time. It has been a winter of discontent, of contending hopes and fears, but never of weakness or cowardice.

This *Magazine*, argus-eyed, awake and vigilant, has watched with ceaseless solicitude the progress of the combat from its inception, and from the first, has believed the wronged strikers would win, if their courage and tenacity were equal to the righteousness of their cause.

Here, the *Magazine* puts upon record the declaration, that the strike should never have been ordered, if at any time, or under any circumstances a surrender was contemplated, before endurance and sacrifice had ceased to be virtues in the estimation of all honorable men.

As the case now stands, we are required to contemplate the attitude of the belligerents and estimate with the facts before us, the possible results. Let it be understood that the strike was ordered as a last resort, to secure justice and to maintain a principle. Up to this date, justice has not been secured, but the principle, which cannot be surrendered without dishonor, has been maintained. The strikers, with Spartan courage, have maintained their defiant attitude. It may be, it is doubtless true, that here and there a striker has weakened, but the great body of the men have neither faltered nor wavered; and here, it should be said, to the everlasting credit of the men who are battling for justice and for principle, that they are fighting for the Brotherhoods of which they are members; more, they are championing the rights of every wage-worker and bread-winner in all the broad land, as certainly as that this C., B. & Q. corporation, is massing all its resources to crush and degrade labor.

This *Magazine* here and now, puts it upon record, that the struggle on the C., B. & Q. must pass into history, as demonstrating the measure of importance attached to a struggle in which the central, pivotal purposes were the securing of justice and the maintenance of principle, without which the very term "brotherhood" is shorn of its dignity and becomes a delusion.

It must not be forgotten that the Brotherhoods of Engineers, Firemen and Switchmen, struck for justice and for principle—not the individuals employed on the C., B. & Q.—and the Great Brotherhoods, having decided to go to war, the question arises, when should they retreat or surrender? When should they ask of the enemy for terms of capitulation? When should they fall upon their faces and crawl upon their bellies in the dust to the feet of the C., B. & Q., beg for pardon and accept such terms as the corporation might deem proper to bestow? Such interrogatories would arouse a sleeping devil in a Rip Van Winkle.

And here, the *Magazine* asks why entertain a remote idea of surrender? Has the C., B. & Q. made any concessions? Not one. Has the C., B. & Q. indicated any purpose whatever of doing justice to its engineers, firemen, and switchmen? None whatever. Has the C., B. & Q., when its fortunes were waning, and demoralization, wreck and ruin came as a penalty for its vicious policy, maintained an honorable attitude towards the strikers and the Brotherhoods? No, a thousand times no. On the contrary, it formed an alliance with an organization of spies, forgers and perjurers, and forever damned itself in the estimation of the Brotherhoods and all honorable men by a resort to means and measures as villainous as blackens the records of crime in any age, civilized or savage. And this is the infamous corporation, this is the enemy of labor, this is the foe of the strikers and of the Brotherhoods to whom the Brotherhoods must surrender, if they surrender at all.

The record, so far as the public is permitted to know the facts, shows that the C., B. and Q. has suffered financially to an extent that challenges credulity. Its losses are counted by millions. The *Chicago Tribune*, in a late issue, says that the decreased earnings of the Burlington Company for the month of May as compared with May 1887, amounts to \$803,000 and for the first five months of 1888, as compared with the corresponding period last year the decrease of earnings reached the astounding sum-total of \$4,194,172. The *Tribune* searchingly analyzes the financial condition of the C., B. & Q., and the showing is simply startling. Its stock amounts to \$77,000,000. Previous to the strike it paid dividends of 8 per cent., this has gone down to 4 per cent, but even at 4 per cent. the dividends have not been earned by the road. The interest requirements amount to \$6,000,000 a year, or \$500,000 a month, but the yet earnings for five months are only a little over \$1,000,000 or less than a 1/10 of the sum required for interest, and the statements show, for the first five months of the year a deficit amounting to \$1,400,000, or, as the *Tribune* puts it: "The Burlington Company lacks \$4,000,000 of being able to pay its debts." At the end of 1887, the Burlington had a surplus of \$1,000,000. This has been wiped out, and its floating indebtedness now approximates \$3,000,000, and the corporation is now in the market trying to borrow money to keep its machinery in operation. Chicago refuses to loan it the money, and its securities are being hawked about in eastern markets.

But the evil days of the Burlington are not ended; on the contrary, the night of its darkness and demoralization has but just set in. The season is at hand for the movement of the products of the field and farm to the markets of the country and of the world. In its present condition these products will not go over its tracks manned by scabs, aided by Pinkerton mercenary thugs and thieves. The traveling public avoids its cars, and

shippers seek when it is possible, other avenues of transportation, and the losses of the past five months are vivid reminders of what the immediate future has in store.

The *Magazine* has no hesitancy in declaring that the Brotherhoods can and will win the C., B. & Q. fight, provided they are equal to all the responsibilities they assumed when they ordered the strike. Why should they surrender when after five months of night, of struggle, the morning of victory is dawning? True, sacrifices have been made. They were inevitable, they were expected, but they have not exceeded probabilities, and are far within the realm of possibilities. The strikers are determined, courageous, heroic to an extent demanding applause and eulogy. The Brotherhoods are strong. As yet they have not put forth their mightiest energies. Their reserve power is incalculable. It is the reserve power of sixty thousand men in a struggle for justice and for the maintenance of a principle which they cannot abandon without the loss of reputation and character, as dear to Brotherhoods as to men.

In all such struggles there should be the coolest deliberations when the question is, shall they be ordered? But when the subject has been discussed from every standpoint, and the judgment is arrived at to "let slip the dogs of war," then surrender is not to be thought of until the last stronghold has been captured, until munitions and provisions are gone, and every avenue of retreat is closed.

Such is not the condition of the Brotherhoods which engaged in the strike with the C., B. & Q. It challenged the corporation to combat, and the men who were to feel the crushing weight of the corporation's forces are as defiant as they were on the 27th of February, when the battle was inaugurated. What do they expect? What have they a right to expect? This: That the Brotherhoods whose battles they are fighting, that the Brotherhoods which ordered the strike, shall not only stand by them, but by the

declaration of war which they made.

This *Magazine*, comprehending as best it can, the magnitude of the interests at stake, maintains that a surrender would be attended with the most humiliating consequences, unjust to the strikers and disastrous to the Brotherhoods. Besides, so far, not one prudent reason can be urged for surrendering, by declaring the strike off—which of all things, the C., B. & Q. most devoutly desires, for it sees in its tremendous losses the handwriting on the wall, which means its total wreck, if the present status of affairs is maintained.

Nor should the fact be overlooked, and to this the *Magazine* calls special attention, that the Conventions of the Brotherhoods are near at hand—and the strike, with all its attendant circumstances, is a proper subject to come before the representatives of the Brotherhoods for final action. It touches their honor at many points, and it is a matter demanding the united wisdom of the Orders. Let no final action be taken until the Brotherhoods, in convention assembled, shall

have had an opportunity to speak.

This *Magazine* is confident that the Brotherhoods, by putting forth their energies can win the fight. The day is dawning. Already the C., B. & Q. is defeated. The strike has touched its pocket—and therefore its soul. It is growing weaker every day. Its resources are crippled; its surplus is gone and its dividends are diminished. Victory is coming to the Brotherhoods. To surrender now would be a folly scarcely less than a crime. The demand is for the Brotherhoods to mass their energies and stand firm. This done, the day is not far away when the C., B. & Q. will make overtures of peace. That corporation like all other corporations will be influenced by the logic of cash. The stockholders will not long tolerate a policy by which an investment of \$77,000,000 not only earns no money for dividends, but earns less than expenses.

The *Locomotive Firemen's Magazine* puts the foregoing facts and reflections upon record as the reason why the strike should be continued and maintained with renewed energy.

SIMPLE CREEDS.

IF this were our creed, it were creed enough
To keep us thoughtful and make us brave
On this sad journey o'er pathways rough,
That leads us steadily on to the grave;

Speak no evil, and cause no ache;
Utter no jest that can pain awake;
Guard your actions and bridle your tongue;
Words are adders when hearts are stung.

If this were our aim, it were all in sooth
That any soul needs to climb to heaven,
And we would not cumber the way of truth
With dreary dogmas, or rites priest-given.

Help whoever, whenever you can;
Man forever needs aid from man;
Let never a day die in the west
That you have not comforted some sad breast.

Were this our belief we need not brood
O'er intricate isms or modes of faith,
For this embodies the highest good
For the life we are living or after death;

We meet no trials we do not need;
Well borne sorrow is holy seed
That shall rise in a harvest of golden grain:
And a wise soul ever thanks God for pain.

—[Ella Wheeler.

ORIGINALITY IN AIMS AND METHODS.

The powers of man have not been exhausted. Nothing has been done by him that cannot be better done. There is no effort of science, or art, that may not be exceeded; no depth of philosophy that cannot be deeper sounded; no flight of imagination that may not be passed by strong and soaring wing.—(Emerson).

There are many persons who are always looking to government, to reform societies, to unproved educational institutions, to workingmen's or other associations, to anything and everything but their own hands and brains, to better their condition and make life-journey easy, whether above or below mediocrity. For this purpose, it is well to cultivate some specialty. Find some new want of society—some fertile source of profit or honor—some *terra incognita* of business, whose virgin soil is yet unbroken, and there stick and grow. Specialties are the open sesame to wealth; therefore, whatever you deal in, whether groceries or speeches, bricks or law, coal or real estate, must be, or seem to be, phenomenal. To get rid of your wares, whether material or immaterial—dry goods or professional advice, or "mouthfuls of spoken mind"—you must get your name into everybody's ears, and everybody's mouth; and to do this, there's nothing like specialty. The extent to which originality—a little thinking—may enable one who has a specialty to coin money in his business, was strikingly illustrated some years ago in the brass-clock business. One of the oldest and most noted manufacturers, wishing to keep his name perpetually before the public, contrived to do so by a succession of improvements—many of them exceedingly slight, sometimes he added a new cog, or wheel or two, or altered the arrangement of the old ones, sometimes the case was slightly remodeled. Now the face was painted in a very striking manner, and, next, an added hammer was made to strike. No matter how trifling the change, it was invariably blazoned in the leading public prints. By this artifice he created a ready market for all his manufactures, and became the most celebrated clock-maker in the land. Mix brains, then, with your business, if you would succeed, as Opie, did with his colors. Throw open the windows of your mind to new ideas, and keep, at least, abreast of the times—if possible, ahead of them. Nothing is more fatal to self-advancement than a stupid conservatism, or servile imitation. In these days of intense competition, if you would achieve a high success, you must think for yourself, and, above all, cultivate pliability and versatility. The days when a man can get rich by plodding on, without enterprise and without taxing his brains, have gone by. Mere industry and economy are not enough; there must be intelligence and originality. Quick-witted Jacks always get ahead of the slow-witted giants. What-

ever your calling, inventiveness, adaptability, promptness of decision must characterize and utilize your force; and if you cannot find markets, you must make them. In business, you need not know many books, but you must know your trade and men; you may be slow at logic, but you must dart at chance like a robin at a worm. You must stick to your groove in politics and religion; but in your business you must switch into new tracks, and shape yourself to every exigency. Every calling is filled with bold, keen, subtle-witted men, fertile in expedients and devices, who are perpetually inventing new ways of buying cheaply, underselling or attracting custom; and the man who sticks doggedly to the old-fashioned methods—who runs in a perpetual rut—will find himself outstripped in the race of life, if he is not stranded on the sands of popular indifference. Keep, then, your eyes open and your wits about you, and you may distance all competitors; but ignore all new methods, and you will find yourself like a lugger contending with an ocean racer. Although the Americans are famous the world over for their inventiveness, yet there is no people on whose cranium the organ of imitation is so prominent as on ours. We are not the only people who "run everything into the ground;" but we certainly do it more generally, and with greater rapidity, than any other nation on the globe. No matter what branch of business is started—from the manufacture of toothpicks or matches to that of sewing machines or watches—the moment any business is discovered to be profitable, it is rushed into by thousands, till a reaction follows, and it is ruined. How many times have we seen the lumbering business, both east and west, from a state of ordinary activity, which yielded a handsome profit to those engaged in it, swell to enormous proportions; prices raised, lands changing owners at fast rising rates, hundreds plunging into it who hardly knew hemlock from pine; new saw mills going up on every mill site, and old ones running day and night, the market glutted, when suddenly the bubble burst, bankrupting all concerned! So with other branches of business; at one time the tide sets toward the rising of *morus multicaulis*, at another the heads of the entire community are turned by reports of gold mines, and at another, by the fortunes made out of wool and oil. To-day, some shrewd Yankee starts a "gift" bookstore; to-morrow, another sharp Yankee, conceives the idea of a "ninety-nine cent store," and, the hit proving a lucky one, there is instantly a stampede from all the other branches of trade to the ninety-nine cent store business, till it is so overdone as to be worthless. It is a poor kind of enterprise which thus depends upon the judgment of others, strikes out no new paths,

and follows blindly every man who says, "I have made money." Nothing is more certain than that when a business pays large profits its race is nearly run. Those who are already in it may get rich, but the late-comers, who strike in only after its profitability has leaked out and become known to the whole community, will not only be ruined but will cut down the profits to a point so fine as to render them merely nomi-

nal or worse. Let every man stick to the business he knows, constantly studying plans to make it more productive, to lessen his expenses and increase his profits. Above all, it is imperatively essential to make a name which will live beyond the hour, and you must do something, or say something worth being done or said, which has not been done or said before.

Old Reliable.

For the Magazine.

NUTTING IN ILLINOIS.

NOW often do I remember,
When I was only a boy,
The hazy days of September,
In the woods of Illinois.
With our sacks upon our shoulders,
My brother Will and I
Sat down to rest on the bowlders,
Where the Somonauk flows by.

Those scenes, for many a reason,
Are strangely dear to me:
'Twas there in every reason
We sported, gay and free;
In spring, 'twas there we went angling
For pickerel, slender and slim;
There, after much choking and strangling,
In summer, we learned to swim.

In autumn, we gathered our treasure
Of choicest walnuts there,
While other boys had their pleasure
Attending the county fair;
The cold winter's winds were blowing,
And all was cheerless and bleak,
We found recreation in going
To skate on the frozen creek.

But the dearest of all recollections
That in my fancy play,
Are the quiet, calm reflections
Of a happy nutting day.
When leaving home in the morning,
Our mother would often call
Us back for her gentle warning;
"Be careful, boys, don't fall."

So joyful and happy hearted,
We briskly hurried away,
And seldom, if ever, we parted
Lest one from the other might stray.
Will, being the stronger and taller,
The hardest trees would climb,
While I, the weaker and smaller,
Enjoyed an easier time.

As he shook, and knocked, and pounded,
The walnuts rattled like hail;
And when to the earth they bounded,
I picked them up in a pail.
At lunch, why it was I know not,
For he was hungry as I,
He gave me the largest doughnut,
And the biggest piece of pie.

Then when our day's work was ended,
He took the heavier load,
As we the great hill ascended
Along the familiar road.
'Twas thus we labored together
Till the autumn days were o'er,
That, during the winter weather,
We might have a feast in store.

—[Geo. W. Hall.

Mechanical

Mechanics.

Truck Equalizer Bar.

In a previous article, in writing of a broken front truck equalizing bar, we said that "In only one kind of Mogul is an equalizer used." We did not, of course, intend to assert that there were none in use outside the limit of our personal knowledge, and hence we are perfectly willing to believe that other classes of locomotives may and do have equalizing bars as "E. S." states. This serves to show that no one man can nor does "know it all," for there are thousands of things of which he has never heard and with which has never been brought into personal contact, and of which he must be incompetent to form any opinion.

We must, however, still adhere to the statement as before made, that with the Baldwin locomotives we referred to, the front spring-hanger was in such a shape that if the equalizing bar were broken it would leave the spring-hanger up against the frame, and thus catch and sustain the greater part of the weight previously on the equalizing bar. The hanger was made double, one strap coming down on each side of the frame, and then a suitable hanger, to which the cross-bar is attached, is held in place by a bolt passing through the straps. As these lower hangers are not over two inches below the bottom of the frame the end of the spring could only rise that much, and would then have to carry its share of the increased weight.

Additional Busy Roads.

In last month's *Magazine* we gave a list of our "busy roads," and was obliged to omit two, the Grand Trunk of Canada, and the Wabash, on account of a lack of figures. We also gave the N. Y. Central & Hudson River credit for more miles and a less number of locomotives and cars than revised figures seem to warrant, and thus reduced the number of cars and locomotives per hundred miles to a smaller number than is due it. The figures for these three roads are as follows:

NAME OF ROAD.	Miles.	Locomotives.	Cars.	Locomotives per 100 miles.	Cars per 100 miles.
N. Y. & H. R. R.R.	1,477,856	34,245	58	2,386	
Grand Trunk, of Canada	2,924,705	19,289	27	659	
Wabash	948,237	8,431	25	896	

While writing of busy roads it may perhaps not be amiss to mention the Elevated Railroad of New York City. It does not come up in length to the roads we have been considering, but it is no doubt the most "busy" road in the whole world. It has only 32 miles of double track, but on it run 259 locomotives and nearly 1,000 passenger cars; no freight cars at all. This would foot up to the ratio of over 800 locomotives per hundred miles, and this shows at once that the traffic of this road far exceeds any that we have considered. The highest number of locomotives on our list was the P. & R., with 69, but the "Elevated" has nearly twelve times as many per hundred miles. This means that the "Elevated" has to run thirty-six trains past a given point to one train on the P. & R., provided that the locomotives make about the same mileage. This is no doubt correct, for it is said to be a fact that 1,800 trains pass Chatham Square station of the "Elevated" every day. The wonder is, how the road can pay its way and be profitable to its stockholders on the five cent fares, but when you consider the fact that an average of about 500,000 persons ride on this road each day, even the five cents per head amounts to a nice little sum, and at the end of the fiscal year show such a surplus of profits as to make the stock a desirable investment.

A Locomotive.

What is a locomotive? is the query propounded by "313," and to which Mr. Lockwood has given a partly correct answer, but into which he has again introduced his "twice nothing equals something," idea, and thus throws himself open to criticism. The mechanical definition of locomotive is, no doubt, "a machine which is capable of moving from place to place," and that is really as far as the word can be defined without going into details, to show that the agency to move the machine has to be created within the machine and then applied to the wheels in such a manner as to produce motion at the will of the operator. A more full definition can be given by stating that the modern locomotive is a double steam engine, with its boiler carried on a set of wheels, to which motion is imparted by the pistons of the engines, which are connected to the wheels by suitable driving rods grasping crank-pins attached to the wheels.

Consolidation.

The knuckle joints or connections of the parallel rods of the locomotive are called front and main connections in this locality. We also refer to our front, second, main and back brasses. While this is our practice different designations may be used in other portions of the country.

Early Railroad.

In my last letter I spoke of the old-fashioned hook. We often hear "drop" hooks and "V" hooks mentioned. The drop hooks had to be adjusted on the rocker-pin by the starting bars (located on the foot board) connected with the rocker-arm and moved back or forth until the hook drops into its place; the V hooks were made like an inverted V on the end of the eccentric-rod; the distance between the extreme arms of the V was greater than the throw of the eccentric, so in throwing them in with the reverse lever the arms of the V would catch the rocker-arm pin and move the arm into position. This was a difficult job sometimes; with a leaky throttle, making the valve slide hard to move, to get the hooks to take hold when the engine was standing, sometimes required considerable muscle, interlarded with some profanity. Any of the old boys, with the writer, who has handled *hook-motion* engines, know how it was themselves. In the old work-motion the point of cutting off remained the same, until an independent cut-off was put on, and an independent cut-off valve, as the main valve always worked for full stroke. The cut-off valve gear was made in such a way that it engaged with the main valve gear, and both valves worked together or coincidentally, but when the engineer wanted to use the cut-off he did it by pulling back the cut-off lever, disengaged from the main, and picked up his cut-off valve gear. The Norris folks work the independent cut-off valve from the cross-head on some of their engines. The independent cut-off at first was absolute, or unchangeable. A few years later, when the *variable* cut-off valve gear made its appearance, Baldwin introduced the curved cut-off rocker-arm, or, as it is sometimes called, "the sword arm," which allowed the engineer to vary the points of cutting off at will. The curved rocker-arm is in use in some of the large twelve-wheeled engines designed by the late Mr. Stevens for the Central Pacific. The engine truck frame of some of the early engines was made of wood and bound with iron, and cast iron pedestals. Pilots were not in use; instead, a piece of timber about three by six was bolted to the front of the truck frame, extending down in front of the wheels, with a *hickory broom* strapped to it, for the purpose of brushing stones, sticks and *cows* off the track. Cabs were not in use; the only covering the engineer and fireman had was their caps, and an iron railing around the foot board. The writer has often (when a boy) rode on one of the little engines and got a ducking from the rain. Some who read this may remember a small locomotive that worked around the shops in Sacramento, the Wm. Penn. She was one of the early Norris engines, built about 1836. This engine and your humble

servant were boys together on the old State road, now the Philadelphia Division of the Pennsylvania Railroad. There were four or five others just like her on the road at that time.

W. DeSanno:

[TO BE CONTINUED]

GALVESTON, TEXAS, July 17, 1888.

MR. EDITOR:—Please allow me your valuable space for one more month, in my own peculiar style, and I promise not to offend any more, although I must say (with your permission) that I am of the opinion that your policy will prove to be a nail in the coffin of the Mechanical Department.

The request to sign proper names is all right, and I, for one, am not ashamed of mine, and as everybody with whom I have worked during the past four or five years, knows who "Eccentric Strap" is, the Brotherhood at large and others might as well know it too.

Condensation and stating facts, are very good in theory, but I am of the opinion that bringing the Mechanical Department down to a mere statement of facts, will be like feeding a man on roast beef altogether; roast beef is good, but if a man were put on roast beef three times a day with nothing else, it would soon become monotonous, and I am of the opinion that many an interested reader of that department at present, would under the new rule read the editorials and skip over to have a cozy chat with the ladies.

Mr. Rauch attempts to prove in July *Magazine* that figures will lie, but I don't see the proof of it, as his statement of cutting up an eight inch square, and making an oblong 5x13, is about as much correct, as his blunder about the eccentric's throw, or I am a long ways off and would be pleased if Mr. Rauch would give me instructions as to how to proceed to dissect 8x8, and rearrange so as to make 5x13.

Now, "Vulcan," it seems rather hard for you to see a point; I never said absolutely at the third spoke, but said "examine position on axle in relation to crank-pin" now, may be, with one wheel it would be the third spoke, but if a great many more spokes were in the wheel, it might be the fifth. Where is the difference? The slipped one must be placed just as far from *crank-pin* in the *opposite direction* as the one in proper place is, on its side; so, now, tell me, what difference the number of spokes makes?

I notice that I have made another mistake, in referring to wheel leverage; I said "Vacuum" in two places, which should have been "Vulcan," as "Vacuum" has never had anything to say on that topic.

And now I will give answers to my questions in July number. 1st. In case you had to take down your main rod, and lost liners, you would have to place her on forward

center, then run your cross head entirely forward until you find striking point, then, as no make of engine has less than $\frac{3}{8}$ of an inch piston clearance, just run the cross head back that amount and put up your rod, adding liners enough to fill and you are all right. Without this precaution, the rod might be lined too long one way, which would probably knock out one of your cylinder heads.

2d. Run your driver up the same as for broken tire, and fit suitable wood blocking between saddle and frame, thereby taking weight off of driving box, and you would be safe enough.

3d. Cut wood blocks and fit in your links above and below link blocks, giving stroke enough to handle the train conveniently and go on.

4th. Back her down, because, if heading down and any one of the following points: reverse lever, reach rod, eccentric blade, or strap tumbling shaft or link lifter, should break, you lose all control absolutely, while, if backing down, the weight of links and eccentric connections would hold her in reverse motion to a great extent.

"Paul" says it is poor policy to ridicule a man into silence, and I believe it is myself, but I don't think "Amboy Division" was driven out of the field by ridicule as "Paul" says, and in saying which, I presume he refers to my writing on that subject, especially on page twenty-three, January number. It was not intended for ridicule, and if so received, was a great miss-shot on my part, as I never like to ridicule a man for a theory, but try to convince, by argument. Perhaps I become too zealous, and overshoot my mark at times, but I am certain that I have had a great deal more ridicule hurled at me, since my advent into the columns of the *Magazine*, than any other writer, for the same length of time, but it did not silence me.

"Paul," himself, while disparaging others for ridiculing theories, comes right in with a good share of ridicule against others. He says, "If they who ridiculed them would, instead of devoting so much time to the 'enlightenment' of others, study a little themselves, 'Amboy's' efforts would be appreciated as they deserve." What is this but ridicule? and at whom? why, "Vulcan" and myself. "Paul" says a great deal, and when summed up and sifted, the main body will be found to be ridicule, as every sentence contains a sarcasm or a sneer at "Vulcan" and "E. S."

Perhaps "Paul" would have us accept a statement and not try to refute any theory expressed, but that is not policy. I may have written for the "enlightenment" of others and my intentions were honest, and "P." must not think for an instant that I am so bigoted as to deem myself infallible,

or beyond the necessity of study; on the contrary, I continually study, I don't think I shall ever quit as long as I retain my faculties unimpaired, and while I was writing for the "enlightenment" of others, I was seeking information myself, and some I found, some from "Paul," some from others, but there was information, which, perhaps others had not had an opportunity of gaining, consequently, I gave some things for the "enlightenment" of others, not for the purpose of showing my superior (?) knowledge, but that others might have the benefit of my experience, and I am sure my opportunities were greatly in excess of those possessed by a great many others, for in roaming around over a square of country a couple of thousand miles, each way, coming in contact with all kinds of men, engines, and water and fuel, a man with any brains at all, will be sure to pick up something. Why should he hide it away? It does not detract one particle from his knowledge to inform others of what he has learned. It is like carrying a lighted torch and meeting a man who has a torch which is not lit, and asks for a light; who would refuse? No one with any degree of courtesy or honor, and this was what actuated me in my communications to the Mechanical Department.

Now, "Poly—" and "Vulcan," suppose I ridicule (?) the two of you a little, on your valve argument. I think I can set you both right, where you are now both wrong, "V." being the most in error, as he thinks that adding outside lap will cause lead to decrease, when hooking an engine up. Now, "V.," how did you tell us some months ago that lead was developed? Was it not "if the axle centre were centre of eccentric lead, would not be developed at all, but as the eccentric's centre is about two and a half inches from axle centre?" and so forth; this, then, being the case, how can it be that without changing the eccentric's throw, you will cause it to decrease instead of develop, by hooking up? Surely it will make no difference to the eccentric's pull on the valve's stem, consequently it would pull a valve with one and one-eighth inches lap just as far as one with three-quarters, consequently if you can advance your eccentric enough to give lead in full gear with the larger valve, you will have just as much lead when hooked up, as with your smaller valve, minus the difference caused by bringing your eccentric's centre closer together, but as you can't bring them absolutely together, lead must develop by hooking up. But I don't agree with "Poly—" that an engine will do well, so equipped, because as you advance your eccentric, so you advance your valve travel, the consequence would be that a valve could be put in which would develop lead; all right, but you could not work her close hooked up, because the valve travel would

be so advanced that when she began to take steam at end of stroke, the valve would be ready to start toward cut off, consequently lead opening would be all the opening your port would get; this would give earlier cut off, which would, of course, weaken your engine when hooked up close, as you might be working her in six inch notch, but the earlier cut off would make it so that you might only be working three, or three and a half inches of steam, consequently your engine would be so much weakened close hooked up. What do you think of it, brothers? Will my arguments stand washing, or am I wrong? It is my way of looking at it.

Right you are, Bro. "Vacuum," never let a point go by that is worth knowing. If the valves were left to set themselves we would go limping along over the road month in and month out, and not know any difference.

We should always when starting, as firemen, first learn to make steam, then, when that is learned enough to make any kind of a run, you want to know that it costs you nothing to begin the study of the engine, and you can never learn *too much*, for although you may never be called upon to put your knowledge into practical effect, the chances are that if you are a good stayer (which I have never been) you will, almost before you know it, be asked to take an engine out, then what would you do without any knowledge of the machine? We all have plenty of time to learn to fire and to learn other things, and we want to learn everything we can. I, for one, never miss an opportunity, for, whenever I find anything wrong with an engine I pitch right in to solve the problem, and I will ask any one I meet for the information I want if I think it in their power to give it. Never sit back and be afraid of showing your ignorance by asking questions, because, like that young man "Vacuum" mentions, you may show your ignorance in a great deal more forcible, as well as embarrassing manner, at some future period.

"N. Y. C.": 1. An engine stops when reversed with cylinder cocks open, by compression of air in cylinder; the valve is traveling just opposite to piston, consequently exhaust port is open to cylinder when piston is traveling away from it. This causes the cylinder to fill with air, then as the piston begins to return, the valve has changed its position on seat, and exhaust port is closed to that end, consequently you have a full cylinder of air to expel through the cylinder cocks. The piston drives it out, it compresses a great deal, which same compression is so much resistance to engine's motion, hence she stops. 2. As an engine has two motions, and reversing will change valve travel, there must necessarily be a point where one motion is suspended, then it must be that at that point one motion counteracts the other;

this point is center. 3. Don't know. It is not only possible with steam piston larger, but such a pump would be bound to pump more air than steam, because your square inches of pressure would be greater than the resistance.

And now, Mr. Editor, and brothers, and readers, please bear with me in this, my last, and I shall never trouble you with stories, repartee, badinage and chaff again.

So, now, with wishes for the continued success of the *Magazine*, I will bid you farewell, dear old Mechanical Department. I have loved you, but we must part.

Yours fraternally, A. J. Schmidt.

Our esteemed friend and correspondent "Eccentric Strap," A. J. Schmidt, in his determination to retire from the columns of the Mechanical Department of the *Magazine*, has not, we are confident, correctly estimated the motive that prompted the article in the July number of the *Magazine*, relating to the Mechanical Department. The article in question to which Bro. Schmidt takes exception, was frank and courteous. We stated facts relating to *space* which have confronted us for months past. It became impossible for us to publish all the communications offered for the Mechanical Department without interfering with the other departments and the general arrangements of the *Magazine*. To obviate the difficulty we suggested, not the discontinuation of communications, but condensation, the elimination of such discussions as did not state or elucidate facts pertaining to mechanical questions. A moment's reflection, we are satisfied, will convince Bro. Schmidt that our suggestion is the only way out of an embarrassing dilemma.

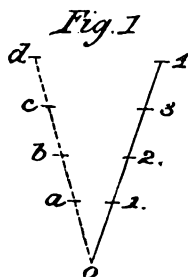
Bro. Schmidt in his communication which appears herewith, makes statements which triumphantly justify what we said about "repartee," "badinage," "chaff," etc. He refers to charges that correspondents have sought to "ridicule" each other, and he refers to one correspondent as follows: "He says a good deal, and when summed up and sifted, the main body will be found to be ridiculous, as every sentence contains a sarcasm or a sneer at 'Vulcan' or 'E. S.'" We desired to eliminate from the department "ridicule," "sarcasms" and "sneers," and to that extent, at least, communications can be condensed without injury to any one, and ought

not to drive any "nails in the coffin of the Mechanical Department" of the *Magazine*.

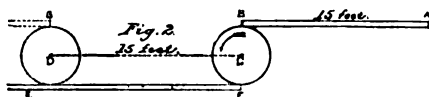
We like the "roast beef" illustration of Bro. Schmidt. It suggests the idea of a banquet, a feast of fat things. Now then, if we can make the Mechanical Department of the *Magazine* stand for the "roast beef," thoroughly cooked, we will guarantee the other departments shall furnish whatever else is required to make the "bill of fare" appetizing. We sincerely hope Bro. Schmidt will reconsider his resolution to discontinue his communications, and permit his army of appreciative readers in the future, as in the past, to have the advantage of his observations and experience.—ED. MAGAZINE.

Two Times Nothing.

MR. EDITOR:—Let me take Mr. Lockwood's very astonishing proposition as the basis for an illustration of the relative movements of the top and bottom of a wheel. Take a four-foot lever, place one end at 0; rest at 0, move the top any distance to *d*. The distance traveled, or the movement, of any point will be in direct proportion to its distance from the 0 point of rest, or fulcrum. The movement of 3 will be three times that of one; and of 4 twice that of 2. That is, the movement of the top will be twice that of



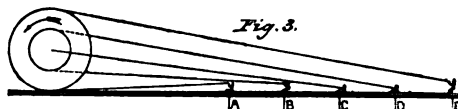
the center point; it can not, therefore, be twice that of 3 or 1, not even of 0. Now, those who have agreed that a rolling wheel presents its successive diameters as levers, with fulcrum always on track—that is, bottom at rest—may easily satisfy themselves that the top moves twice as fast as the center. Let Fig. 2 represent a wheel rolling on



a rail, F E. On the top of the wheel rests the end of another rail, B A, which will be moved forward by contact with the top of the wheel. Make one revolution, but let there be no slipping of either rail. If the wheel is 15 feet in circumference, its exact center point, *c*, having no "speed of rotation," will be "translated" to the point D, just 15 feet from its starting point, while the point A in the top rail will be found at G, just 30 feet from its starting point. The top

has moved twice as fast as the center, the bottom has not moved at all. The size of the wheel has nothing to do with the relative movement of the top, center and bottom. If, in this case, one second was consumed in the movement, you may say that the wheel makes one revolution in a second, and its top travels 30 feet in a second. Use a wheel of half this size, let it make two revolutions in a second, but the top will only move 30 feet, and the center point 15 feet in that second. The "speed of rotation" does not seem to affect the "speed of translation," the latter depending on simple leverage.

Just one more illustration. This is a



wheel 12 feet in circumference, say the back driver of an engine, with an axle just six feet in circumference. Pass a belt over the tire of the wheel, passing it under the tread on the track, give the two ends of the belt to A and E to hold. Pass another belt around the axle and let B and D hold the ends. C holds a rope which moves freely on a pin in the center point. These boys stand on the track just three feet apart. Now start ahead just a half turn, and if the belts do not slip all the boys are brought together at A. E, who had hold of the top, has moved just twice as far as C, the center man, and A, the bottom, has not moved at all. I am so firmly convinced that two is twice one that I can not agree with Mr. Lockwood, although I thank him for his very kind invitation to solve the "snags ahead." Have I succeeded? Let me also acknowledge the large courtesy extended by other correspondents, and to say that, my full name, which has several times been appended to articles in the *Magazine*, is at the service of any one who chooses to ask it of the editor, but in this department I care only to be known as an employé of the

Amboy Division.

MR. EDITOR:—"Ash Hoe," in August *Magazine*, in considering the "wheel and lever" question, does so so nearly from the standpoint for which I have been contending that I take the liberty of requoting and restating his propositions.

"A fulcrum is that by which a lever is sustained or held."—*Webster*.

There are two senses in which this definition is to be taken, that of sustaining and holding. If I desire to lift or sustain a body with a lever I place the point of the lever underneath it, and with a block underneath that, as near the point as possible, with my

weight on the end of the lever, raise the body. In this case the block is the fulcrum, the leverage in this case is a lifting one only. Now, take the case of a saw-log, or, say, a car wheel, and use the lever, say a crow-bar. With its point in contact with the earth or rail we do not lift, but roll it forward. The bite of the crow-bar "holding" is the fulcrum; the lifting force of the lever instead of its weighted force now becomes the power that moves the body. Instead of moving upward in a vertical line, the log or wheel rolls forward, and the earth or rail becomes the axis of motion of either at the point where the log or wheel are in contact with either. This applied to a revolving lever, say locomotive driver, is a varying application of power by pushing or pulling on the crank-pin, the minimum power the crank-pin's lower limit to its maximum at its upper. I have heretofore stated just what this is, i. e.: in a four-foot wheel, twenty-four inch stroke, at fifty miles an hour in the line of translation, the rail (being also fifty miles per hour) its speed of rotation for the minimum being one-half of its speed of translation, or twenty-five miles per hour, while its maximum speed of rotation is double that of translation, or seventy-five miles per hour. In this case the earth and the rail are the axis of motion for either the log or the rail, and the bite of either the crow-bar or driver becomes its fulcrum by holding. This conceded, then another point that has been questioned in this Mechanical Department is established, that the crank-pin in a locomotive driver, the driver considered as a revolving lever, has its weak and strong point. Its weak one at its lower limit when it becomes a pusher in the line of the connecting-rod from cross-head to rail and the wheel, its fulcrum, the rail; its strong point at its upper limit by pulling in the line of connecting-rod to cross-head. In the first case the leverage is twelve inches from the fulcrum, the rail in the second is thirty-six inches. Of course, in running backward these movements are reversed. Some writers for this department have contended that a revolving lever has as much purchase by pushing twelve inches long as it would have by pulling on thirty-six. Archimedes wanted two things only to turn the world on its axis, "a lever long and strong enough, and a fulcrum big enough." And yet the world does turn on its axis. What is its axis? This question I have referred to Professor G. M. Phillips, of the State Normal School at West Chester, Pa., who is a professor of astronomy, and whose lecture on the "Starry Heavens" is very popular this way. Please excuse this digression, for to-night we are to have a total eclipse of the moon, and these mechanical workings of the Great Master Mechanic of us all are in the line of the questions we are considering.

"Ash Hoe" says further: "When the pin is on the top quarter the pin is the power, the axle the resistance and the rail the fulcrum, making the wheel in such a position a lever of the second kind." As to the first of these statements, the sweating of the axle into the wheel makes a rigid wheel base, for the axle cannot turn in the wheel, therefore the axle-box and frame are only guides to keep the driver in place, the weight on the axle-box is increased or decreased to give traction and to balance the power in the cylinder. As an illustration we hear of "over cylindered" or "under cylindered" locomotives. The better way of stating it is that the expansion of the steam creates the power which is applied to the crank-pin through the cylinder, piston, cross-heads and guides. This is evidently "A. H.'s" meaning, instead of "the pin is the power." We now have traction increased, to increase or decrease traction by throwing weight on and off the drivers, but the limit of power measured as first-class in this instance by the distance from the upper limit of the crank-pin to rail, and second-class by its lower limit and shortest distance from the rail; also, by weight on drivers, cylinder power to turn them without slipping.

"Amboy Division" I am glad to see again "on deck," and he ought to be welcome, as I feel sure he will be. I await with much interest Mr. E. J. Rauch's answer to "A. D." last question. Verily, it looks as though the Mechanical Department will yet succeed in laying down correct mechanical principles for future locomotive practice, and truthfully answer "313's" inquiry, "What is a Locomotive?"

William E. Lockwood.

GLEN LOCH, July 21, 1888.

MR. EDITOR: In compliance with your request in last month's *Magazine* to cut communication short as possible, I will try and make my first appearance in print very brief. In reply to "Excentric Strap's" questions I would say in regard to No. 1. It is always advisable to make a mark on the guides at one end or other of cross-head before you take down a main rod, the mark will guide you in putting up rod in case you lose liners; or you can put rod up as near right as possible, and by pinching engine past the enters, tell by the clearance marks on guides, when it is right. No. 2 run driver up one wedge so that the weight; is off the driving box and then put block between top of frame and saddle; slack up wedge a little and with plenty of oil, you ought to go all right. *I've been there.* No. 3. Head-first no particular reason except it is more convenient and you can use sand when necessary; have tried both ways on a spur with grade of over 400 ft. to mile and can do better head-first.

Green Runner.

MR. EDITOR:—In the August *Magazine* I wrote in answer to "E. S." in regard to the wheel and lever question, and in answer to his suggestion that the larger the wheels—whether driving or pulley—the weaker the locomotive or engine would be. One of the strongest arguments against this assertion, is to be found in the method which is universally used to determine the horsepower of any engine, be it locomotive or stationary. This rule is, multiply the area of the piston in inches, by the average effective pressure per inch, and the result by the length of the stroke in feet, and the number of strokes per minute. Thus a cylinder eighteen inches in diameter has an area of 254 square inches, this multiplied by fifty pounds gives us 12,700 pounds pressure on the piston. This product (12,700 pounds) multiplied by the stroke, which we will suppose to be two feet, or four feet in a complete revolution, yields 50,800 foot-pounds; then again multiplied by say 100 revolutions per minute, equals 5,080,000 foot-pounds, or in other words, a piston eighteen inches in diameter, subject to fifty pounds pressure, traveling at the rate of 400 feet per minute, exerts a force equal to 5,080,000 pounds lifted one foot. As 3,300 pounds lifted one foot is the standard for one-horse power, we find that if we divide 5,080,000 by 3,300 that we have about 154-horse power in that cylinder, or 368 in the pair of cylinders used on a locomotive. Now, in making all these calculations no one raises the question mooted by "E. S." in regard to the size of the drivers, or the pulley wheel, as that is not a factor in determining the power, because that is determined by the pressure, the length of the stroke, and number of strokes. The pressure is the power applied to the lever in the wheel, the stroke giving the length of the leverage, and the number of revolutions the speed at which the power moves. If these well-established rules do not convince "E. S." that he has deserted the true theory, I will have to leave him to the tender mercies of Mr. Lockwood, who is just ready to go for "E. S." as soon as he finds out how "E. S." is going to answer the three queries on page 580 of the August *Magazine*. Look out for that last one of the lot, for even if it is last it is not least.

W. P. Borland has formally relinquished his *nom de plume* of "Vacuum," and feels sorry that he cannot help "Vulcan." Well, I feel sorry too, for I ever wish to have good help in all cases.

I hail with pleasure the re-appearance of "Amboy Division," and accept his solution of the sixty-four inches covering sixty-five inches, (in parts) as the true solution of the mystery, which seems to have unsettled the nerve of our venerable correspondent "Rauch," and hope that as "A. D." is still in existence, he will exonerate me from

the grave charge that I had annihilated him in these pages.

"Dick" has given up the contest on the wheel and lever, and gives us a good article on injectors from the *Locomotive Engineer*, in which the superior velocity of steam issuing from an opening, is supposed to overcome the slower moving water. We all know that injectors will work under certain conditions, and we may even form our ideas in regard to it, yet some of our most eminent scientists have expressed entirely contrary opinions on the subject, and so it is no wonder that different views should be held by our co-laborers. The *Locomotive Engineer* says the steam moves at 1,870 feet per second; Bro. "F. X. H." puts it at less than half as much—900 feet. They do not agree in the start and fail to agree in their ideas of working. Bro. "F. X. H." seeks to illustrate his point by referring to the submerging of a ball in water, claiming that a lighter matter may penetrate a heavier mass. It can as long as the propelling force is at work, but we see that all matter will be brought to a rest in a comparatively short time. According to "F. X. H.," the current of a river should show itself to infinity in the ocean, as it not only has the impetus it has received in its course down the mountains, but it also has all the water back of it in the channel to force it ahead, but alas! even the mighty Mississippi macks but little impression on the ocean, whose waves come to meet the current, and soon break the force of the river, and bring it to the same condition of rest, disturbed only by the wind and tide.

I have been working a Mack injector to supply my locomotive with water, for six months, having no pump on her at all. As my work is not steady I am forced to shut off my injector and put it on probably fifty to sixty times a day. I leave the water ram open about three-fourths of a turn, and using the steam ram so often, I can put it to work without losing any water at the overflow at all. I have found that a trifle over a complete revolution of the steam ram will put the injector to work, and take up all the water. I have also noted that when I thus start the injector no steam or water escaping from the overflow—yet, it takes several seconds from the time I turn the steam ram till I hear the click and feel the jar of the check-valve lifting from its seat and admitting the water. The distance from the steam-ram to the check is less than ten feet, and steam traveling at 100 feet per second, would pass over the ten feet in a shorter time than can be noted by the eye or ear. I am inclined to think that as we progress in knowledge, we find that the fields of research are widening, and the subjects on which definite information is wanted are legion.

"Want to Know" gives some specimen train orders which are good, but double track is far better. I have seen some of our great country, and am surprised to find so many of our would-be first-class roads only using a single track for their traffic, thus hazarding lives and property daily on train orders which are liable to confusion and misunderstanding, and result in disasters.

I too have found kerosene a good cleanser for jackets; I prefer to dust a little tripoli on the kerosene soaked waste, and then daub it all over the jackets. Afterwards wiping all off; the tripoli does its part by imparting a polish. For my hand rails I was in the habit of using the dust, which settled on the beams overhead in our sand house, using it with kerosene and friction. On brass I used oxalic acid to remove rust (using a weak solution) then wiped over with tallow or oil to kill the acid, and after wiping all off clean, polishing with dry tripoli. I have also covered my freshly polished brass with a thin film of clean tallow, and while it did not shine quite as brightly after this application of tallow, it would stand the weather and keep bright for a week.

Lubricators are nearly all manufactured on one principle, although varied in their details. The cup is connected to the steam pipe, which delivers steam to the point to be lubricated. A valve is opened and admits steam to the cup, this steam condenses and becomes water, which according to the laws governing water in oil, settles in the bottom of the cup, and thus raises the oil, and lets it flow over a pipe or into the end of pipe placed in the cup for that purpose. The amount of steam admitted and oil discharged can be regulated by the valve, and as the larger part of lubricators now made, have a sight feed attachment by which the drops of oil can be seen as they leave the cup, they form a handy and economical adjunct to the modern locomotive.

"H. W. N." answers some of the queries presented in a correct way, but seems to doubt the practicability of using a device in the notches, to make a greater assortment of cut-offs, but from personal experience with such devices, and even with small wrenches of suitable size, I can assure "H. W. N." that the pressure of the lever is enough to hold most any device in place.

"Ash Hoe" wishes to take a hand in the wheel and lever discussion, and as I am in it I heartily welcome him, particularly as he advances his ideas clearly, and has evidently studied the subject. While no one would question the statement that the bottom of a rolling wheel stands still for a moment at the point of contact, no one can see how Mr. Lockwood can expect any credence when he says the bottom stands still or is at rest, and the top moves twice as fast. See the point?

A fulcrum is that which supports a lever,

but for our purpose a better definition would be to say, it is the point on which the lever turns or moves. The pivots of scales are fulcrums on which the beams turn; the stone laid under a crowbar and across which we pry, is a fulcrum, and a fulcrum is ever at rest so far as all the points of the lever are concerned. I fully agree with "Ash Hoe" that the resistance to be overcome is the train, which is attached to the axle, which is in the center of the wheel. I have fixed the power at the crank, the fulcrum at the centre of the axle, which is the point on which the lever turns, while, as before stated, the resistance is imposed on the circumference of the axle, between the fulcrum and the power. For a more full explanation of my views I refer to former articles and also to commencement of this paper.

Ulcun.

RICHMOND, V.A., July 21, 1888.

MR. EDITOR:—I am glad to see a description of fire-brick arches by "Eccentric Strap." The arches in use here are the flat brick described by him supported on the four water pipes. The change that has taken place on the C. & O. by the use of arch and extension fronts was the reason of my asking for the experience of some others who had used them. By their use the saving in fuel is so great which necessary decreases the labor on part of firemen that one is almost bound to be interested in it. On our consolidated moguls with long fire-box the dead grate with brick on top next to the flue sheet plays an important part. Without it it would be a hard matter to prevent the accumulation of ashes and clinkers next to the flue-sheet, whereby a quantity of cold air would come in contact with flues. I think it also aids in a measure the heating of arch and gives a help toward the combustion, as I have noticed that when covered over with ashes there was a perceptible decrease in the engine's steaming. I have seen the same arch high in centre and resting on side sheets in use on English engines and think they were easier to fire than the flat arch. There is a device used on some of our engines that seems to me to fill the bill in regard to varying the cut-off between notches. The reverse bar has two dogs in the back and front. When one is in the notch the other is on top thus allowing a half notch at a time.

Thanks "Vacuum" for your valuable recipes for cleaning. Your question on the smoke-stack looks simple, yet it bothers me to account for it too unless that the air being so much higher the higher we go and the air admitted at the bottom being dense and kept so compact in stack it rushes to the top causing a draught increasing the higher up it goes.

W. A. G.

DENVER, COL., July 22, 1888.

MR. EDITOR:—I see some of the boys are in favor of working an engine with a full throttle and regulating her with the reversing gear. This sort of thing is all very well if the machine is built that way. I have been on the Rio Grande several years and I have got to see the first engineer run an engine that way. I have seen it done on one road, but they have a wheel reversing-gear and you would not see an engineer touch his throttle from one end of the road to the other, except to start and stop, and you will see them occasionally turn the wheel a little one way or the other, as the grade of the road changed.

"Eccentric Strap" thinks an extension front a necessity to prevent sparks and smoke. I have seen engines with a straight stack smoke very little, just while a fire was being put in, but after the door was closed all was clear and you would scarce ever see a spark from the stack, and we had not an extension front on the road. Now I can't see why they could not do without the diamond stack and front end, as well here as they do on the Brighton and South Coast Railway of England.

One more question: I would like to know how it was that we were never troubled with flat tank wheels on the above road, and we used to try and beat one another at sliding the wheels and making the fire fly? Of course, the wheels had tires on them, as I can easily see and they must have got flat in places, but I never remember them as having to take a pair out on that account. I would like this answered if any of you can, as I have asked so many people and no one seems to know.

I would like to shake hands with Ex-Naval Apprentice. I have been there myself, and perhaps he has been on board our ship, if not, he remembers the flag-ship Triumph. We often lay and rolled about in Callao bay together. His yarn was very interesting to at least one of his readers and I would like to see him if he ever comes this way. We were expecting the Pensacola to come to Vancouvers Island, and we heard she had broken her main-shaft and put in at 'Frieco. We were all sorry she did not come as we expected to have a good time.

I must close now as I think my letter long enough for the first.

R. H.

WEST SALEM, ILL., July 25, 1888.

MR. EDITOR:—"N. Y. C." wants to know, 1st. What causes an engine to stop when reversed and using no steam. The reason is the cylinders act like an air-pump drawing in air through the exhaust-port and forcing it into the steam-chest and steam-pipes. 2d. An engine with the reverse-lever placed in

the center, at no time in the stroke opens the ports more than equal to the lead. Whatever the lead is with the lever in the centre that is the amount that the ports will open. This alone will reduce the power almost to nothing. Again with the lever in centre-notch hastens the action of the valve so that the cut-off takes place at four inches of the stroke, and the exhaust at about twelve inches of the stroke. Compression would begin at the same time of the exhaust and, as the pressure on the exhaust side of the piston decreased, it would increase on the other side by compression and preadmission, as preadmission would begin when the piston has four inches to travel to complete the stroke. Consequently the power exerted on one side of the piston, is overcome by the resistance on the other, therefore the engine can do no work. A more simple explanation would be to suppose we would hitch two horses at opposite ends of a wagon they being of equal strength, it is plain the wagon would not move. So it is with the engine, the go-ahead eccentric pulls one way and the back-up eccentric the other. The link-block being in the centre of the link, receives as much motion from one eccentric as the other, and if the rocker-arms are of equal length, the valve will move only an amount equal to the outside lap and lead. 3d. 'I don't think Westinghouse builds air-pumps with air piston smaller than steam piston, but with a pump built that way, it undoubtedly will be able to produce a greater pressure of air than the steam working it. Take a pump with 8-inch steam cylinder and 6-inch air cylinder—100 lb. pressure on the steam-piston would produce 177.78 lbs. on the air-piston. But it would take it proportionately longer to produce a certain pressure, as the air-cylinder is smaller than the steam-cylinder.

Otto Hallbeck.

Car Notes.

The Pittsburgh, Shenango & Lake Erie has contracted with the Erie Car Works for the building of 250 freight cars.

The Cincinnati, New Orleans & Texas Pacific has nearly completed the construction of 200 box cars at the shops at Ludlow, Ky.

A Southern railroad company has recently had some car tanks made to carry turpentine, the capacity of each being 60,000 gallons.

The Anniston Shops of the United States Rolling Stock Co., are at work on a large order for freight cars for the Anniston & Cincinnati.

The Pullman Palace Car Company will spend \$250,000 in refitting the sleeping coaches it recently purchased from the Baltimore and Ohio road.

Woman's Department.

EDITED BY IDA A. HARPER.

A PLEA FOR THE BABY.

In this scorching July weather there is no class of unhappy, perspiring humanity that so appeals to our sympathies and so deserves our pity as do the babies. At first glance a man seems to suffer most and he manages to make himself look the most uncomfortable. He loses all pride in his appearance, sheds one garment after another, puffs, blows, swears, (?) mops off the perspiration and makes every body else warm just to see and hear him. The women who toil at the wash tub or over the cook stove or in the stores and factories all day long have a hard lot. But for men and women there comes a time in the day when they can in a great measure relieve their discomfort and find rest and recreation. But for the baby there comes no such period. Day and night the dumb and helpless little creature suffers on, unable to make its wants known and tortured oftentimes by the very ones who love it best. An ounce of common sense on the part of the parents would be worth many pounds of affection, as far as the welfare of the baby is concerned. It makes one heart-sick to see the mismanagement of babies in hot weather. A number of the poor, little things manage to survive but the leaves of the early autumn fall upon many a tiny mound that was not there when the spring flowers blossomed. Statistics show the greatest mortality among children under five years of age, and the ignorance of parents is largely the cause of this. It is not sufficient that babies should merely be kept alive during the summer, they should also be made comfortable, and this should be looked after the more carefully because they are so completely at our mercy. One of the most essential things in hot weather is to put the baby by itself to sleep. The practice cannot be too strongly condemned of having a baby sleep with hearty grown people, radiating heat and liable to roll upon and smother out the little life. It is not advisable in any kind of weather. The older and stronger person absorbs the vital force of the infant and then the parents wonder why the child does not grow and thrive. Aside from the injury to the babe it prevents the mother from enjoying the needed rest, and the child soon forms the habit of taking nourishment the whole night through, which is equally injurious to both.

Put the baby in a crib or bed by itself, on a hair mattress if possible, if not, then upon the lightest and softest that can be obtained. During the years of teething always

keep flannel next to the stomach and bowels but do not commit the cruelty of putting on a flannel night dress except in case of sickness. Always loosen the band at night. Put a soft, small pillow under the head. The theory that a child must sleep without a pillow to make it straight is ridiculous. Lay a sheet lightly over the little sleeper and have a blanket ready to draw up as the night grows cool. Having made the baby thus comfortable, do not, oh, mother, leave it a prey to flies and mosquitoes when, for twenty five cents, you can purchase a mosquito bar and safety.

Encourage the baby to sleep late in the morning as it makes it good natured and gives the mother an opportunity to attend to her household duties, but when it does awake lay everything aside until it is washed, dried and fed. If there is not time to dress it for the day, put on the stockings, flannel skirt and "double gown," so that it may at least be comfortable. It is not advisable to let babies go barefooted as they possess very little animal heat and for this reason they should wear a flannel skirt till several years old and be dressed in every respect more warmly than older persons. Beware especially of the cool nights and mornings that are so refreshing amid the heat of summer. They are fatal to babies and much more to be dreaded than the hot weather. When the weather changes put warmer clothes on the baby, start a little fire for its benefit and keep it out of the draught and the dew. It is almost impossible to lay down any rules regarding the food of infants as one will sicken and die upon what another will thrive. As a rule the child for the first year should subsist upon the mother's milk alone but if this is impossible a physician should be consulted and the effect of the various kinds of food prescribed should be carefully noted until one is found which agrees with the little one. It is not advisable to give a variety of food to very young children but one kind should be given until there is a distaste for it and then another should be tried.

The greatest cruelty that is practiced upon babies, (and cruelty is the mildest term that can be used,) is the failure to give them a drink of water. I have known the most devoted of mothers to permit a baby to go one month without a drink. This may seem incredible but it is a common occurrence. There is no doubt that babies fret and cry for hours simply for water. The milk only aggravates this thirst. Infants should be given a teaspoonful of water several times a day. When they are a few months old they should be permitted to feel the cool edge of the tumbler upon their fevered gums and taught to drink the water. If there is any stomach trouble lay little slivers of ice upon the tongue and let them melt. From the time the baby is born until it is old enough to ask

for water see that it does not suffer the agony of thirst. There are many theories in regard to the bath. The probabilities are that more babies suffer from too much bathing than too little. I attempted to argue this question with a young mother who plunged her baby into a bath tub every morning. "Do you get into a bath every day?" I asked. "O no," was the reply "it would take all my vitality." And yet the delicate baby was immersed every day for eight months when it died. Some grown folks and some babies can stand the daily plunge but it is much safer in the case of the babies to use the warm sponge bath, keeping the lower part of the body covered while the upper part is being bathed and *vice versa*. If the bath is omitted occasionally the baby will not suffer. Use the rice flour or the lycopodium powder where it is essential but do not unnecessarily fill up the pores. A nice powder bag is made by sewing up a square of white flannel and filling with common silver gloss starch, then dip into cold water, dry thoroughly and rub between the hands till pulverized.

A mistaken idea exists among many mothers in regard to giving the baby out door exercise. A ride in the morning and one in the evening before the dew falls is doubtless beneficial, but a walk upon the street at all hours of the day will find babies that ought to be at home. It is unkind and imprudent to send the baby out in the middle of the day. The glare and the heat are just as distressing to it as to older people. In hot weather babies should be kept as cool and quiet and secluded as possible. Especially are the baby carriages with very elastic springs, called "baby jumpers," to be condemned. This constant motion would send grown people to the insane asylum and there is no doubt but that it causes dizziness, headache and sickness in children.

Another thing that should be avoided in all kinds of weather is the practice of holding the baby too much. Not only does the baby form the bad habit of wanting to be held all the time but the constant contact with bodies of other people is not good for it. The subtle force, called magnetism, vital current, etc., cannot be explained but does exist and the stronger will take it away from the weaker. Wash and dress and feed the baby and put it upon a soft pallet on the floor and let it roll and kick and rest and grow fat and healthy and strong. When your friends come in tell them "hands off." Do not permit either kissing or fondling. The baby does not relish indiscriminate kissing and hugging any better than we do. Insist upon the baby's having regular hours for sleeping and, as much as possible have it go to sleep without rocking. The hardest work in the world is taking care of a baby. There is no exception to this assertion. Only those who have experienced it can un-

derstand the long, weary days, the wakeful nights, the drain upon the physical, the nervous and mental strength, the tax upon one's patience and amiability and cheerfulness. Only mothers can know and appreciate the labor of mothers. With a kind husband, a healthy baby and plenty of assistance it is arduous and unrelenting toil. When any of these is wanting, by so much is the mother's task increased. Where one mother neglects or abuses her children there are hundreds who, through their devotion and zeal, do more for their welfare than is really necessary. In the rearing of children, as in every calling, we need above all else the "saving grace of common sense." Who shall say where the line must be drawn between ministering as far as needful to their comfort and happiness and the making of ourselves a needless sacrifice? When the heart is in the work we never stop to ask this question. Peace and happiness be with you, dear mothers, and may the close of this long, hot summer bring you the blessed reward of your faithful care, and not one sweet lamb be taken from the arms of her whose love can never be put into words.

The prostrating July and August heat has had its effect upon our correspondents. Only fourteen brief letters were received this month. We will now have an opportunity to clear out the "pigeon holes" and be already for a fresh supply this fall. We shall expect our old and valued correspondents to favor us with the accumulated wit and wisdom of the summer, and raise the Woman's Department above even its high standard.

A "WELL WISHER" writes from Waxahachie a complimentary and encouraging letter to the brave and generous Brotherhood boys.

MISSOULA, MONT., July 18, 1888.

For Woman's Department:

I am earnestly believing, trusting now in the Lord.
I willingly obey him and take him at his word.
'Tis true I have temptations, and trials they are not few,
But I mean to always trust him and force my passage through.

I am resting, sweetly resting, on
Jesus' blessed arm,
Which will ever guide me and protect me from all harm,
And I know that my Redeemer, my all-sufficient friend,
Will always be my Savior and save me at the end.

I have taken up my cross and its burden I will bear,
For I know that in each conflict its burden he will share.
And when all trials are over and my longing soul's at rest,
I will sing with the redeemed ones and be forever blest.
Alzeta.

WASHINGTON, IND., July 30, 1888.

To Woman's Department:

The July number of the *Magazine* is at hand and in my estimation excels all others, and as it is an old and valuable friend, I am very glad to note its progress. I see that ancient question, Woman's Rights is still being argued. I am very anxious to see what the gentleman from W. T. has to say and will reserve my opinion until I have read his argument.

A most deplorable accident occurred at Shoals Depot on the O. & M. line on the 2d of July. Grant Hill, a very popular young fireman and Magazine Agent at this place, in attempting to board a passing train, intending to go home to spend the national holiday at Olney, Ill., fell beneath the wheels of the locomotive and received injuries from which he died in a short time. He was the only support of a widowed mother and sister. His mother was so prostrated by the news that her life was despaired of. Grant was a man loved and respected by all who knew him and his friends were legion.

One more mound within the graveyard,
One more sacred, hallowed spot;
One more mother crying wildly
For her boy, who cometh not.
Vain are all her tears and sorrow,
Vain are all her moans and sighs,
He has known a glorious morrow
With his Savior in the skies.
Oh how precious was the letter
Telling of his coming home?
For the Fourth they'd spend together,
On the third her boy would come.
Later on the cruel message,
Like an arrow onward sped.
Like an arrow pierced that mother—
Just those words—"your boy is dead!"
All the joy was turned to sorrow,
All around was black as night;
God above prepare that mother
For the awful, bitter sight.
And the sister, near heart-broken,
Calls aloud the loved one's name,
And a sorrow we can't fathom
Bent her form and shook her frame,
For this loving son and brother,
Whose faithful heart was true as steel;
Fell a seething, senseless being,
Neath the crushing, cruel wheel.
None was by to try to save him—
From the awful, dreadful fate.
Friends were there within the moments,
But the friends *had come too late!*
Peaceful, restful be thy slumber
Neath the green and grassy sod,
For the lilies are no purer
Than the soul which met its God.
Fare thee well, dear friend and brother,
Ne'er forgotten wilt thou be;
But we hope to meet in heaven
There to join in praise with thee.

A beautiful pillow of lilies, and many other emblems were contributed by the members of Tried and True Lodge, No. 36, and his funeral was very largely attended, a great many going from all parts of the country. Grant Hill is dead, but his memory will live forever in the hearts of friends left behind, but who are traveling onward to the valley where he has safely passed and where we feel sure he has heard the words, "Come up higher good and faithful servant." The boys of Tried and True are more determined than ever in making a success of their

Lodge. There is some of the best material in the United States in this Lodge and it is with pleasure we learn of their progress. We are glad to announce to our readers that after two years of untiring labor and the wearing out of several pairs of ten dollar shoes, Bro. Harry Wheeler of the O. & M. succeeded in matching that spool of silk. Harry had been so long looking for it that he, having found the quality forgot the quantity, instead of bringing us one spool he brought us twenty, and being afraid the color was not *exactly* right he brought a variety. When I wear the dress worked in those silks I feel certain all the O. & M. boys will know who's coming. Harry is one of the best young fellows in existence and a great favorite, and we intend being present at *that* wedding, whatever business is left undone.

With love to all, as ever,
Mrs. Henry B. Jones.

*For the Magazine.***THE PRIDE OF EAST AND WEST.**

From their quiet homes on the C. B. & Q.,
Where the hilltops looking down
From the hut on the distant mountains,
From country, city and town.
Yes, they come from all directions,
Where there sunny homes are blest,
And well we do to call them
The pride of the East and West.

From the land of the bold Niagara,
To the gulf, where the rivers pour;
From the broad and smooth prairies,
To the ocean that clasps the shore;
Each one comes proudly pleading,
And willing to help the rest,
We call them the noble Brotherhood,
The pride of the East and West.

And to-night in many an engineer's home,
And many a fireman's, too,
Where the evening lamps from the window,
Throws out its cheerful glow,
There are many proud men sitting
With their families round them blest,
That fight for this noble order,
The pride of East and West.

Nobly do their Grand Masters help them,
And their Lodge receive them with charms,
With a smile she gladly greets them,
And clasps them in her arms.
And the old war flag stars rekindle,
And with new hopes they are blest,
When they hope to conquer the C. B. & Q.,
That employ the "scabs" of the East and West.

"In the long golden years of the future,
When treasures, both precious and rare,"
Shall deck the brow of our noble men,
And rest in their hoary hair;
And they shall be praised for striking,
Such as no other blest;
O, then, can we ever forget them,
The boys of the East and West.

And well may we praise them with pleasure,
And call them our noblest boys,
For soon the nation will claim them,
And share in their sorrows and joys.
Yes their tasks will soon be the people's,
With them their hopes all rest,
And ere long the world will be praising,
This noble order of the East and West.

—[Mrs. C. C. S., Fireman's Wife.
MONTICELLO, IOWA.

St. Louis, Mo., April 15, 1888.

To Woman's Department:

I seat myself to-day to write a few lines, as it is always a pleasure to me to write or speak of the Brotherhood of Firemen. I will write about Peace Lodge, No. 109, and let you know how they are getting along. The boys are all in good standing and I hope they will always be. No truer hearts ever beat than some that beat beneath the blue jackets of the railroad boys. Though their lives are rough and dangerous they are always happy. One recompense I think which comes into the life of him exposed to danger and death is the increased care and tenderness of his "women folks." If a mother has a tender spot in her heart for one of her children above another it is always reserved for her railroad boy, and in the silent watches of the night his sister's prayers go up that he may be kept.

We take so much care in preparing his lunch pail, and because of his hard life, "poor boy," he must be petted and waited upon when he is at home.

One word for the boys whose faces are soiled,
But whose hearts are brave and strong,
Whose hands are linked in friendship true,
And who sing one grand, sweet song.

Though your lives are rough on your iron steed,
There are many throughout our land
Who think there is nothing so brave and true
As the grasp of the Fireman's hand.

I will close with my best wishes for all the Brotherhood.

Truly,

A Fireman's Sister.

[We trust the railroad boys appreciate the loving sentiments expressed in this and many similar letters and that they are always tender, faithful and devoted to these loyal women who wait for them at home.—Ed.]

FT. MADISON, IOWA, April 13, 1888.

To Woman's Department:

Not seeing any letters from this place, I tho't perhaps a short one would be acceptable. For many months I have been a much interested reader of your *Magazine*, as is also my husband, who is an engineer on the road and a member of Harold Lodge, No. 161. Railroad business is lively here, we have a good and faithful crew of B. of L. F. men on the Sante Fe. Wishing the worthy Order God-speed in all its undertakings, I will close.

Yours truly,

Mrs. John Glaha, or "Jack."

EAST SAGINAW, MICH., February 15, 1888.

To Woman's Department:

Well, if I must, I will be, that's all. Of course, I mean, be the first in the Ladies' Department from No. 290. I'm sorry I cannot say from Ladies' Society, B. of L. F., but I cannot this time, as we have not got one. But I'm pleased to say I think we've got an intelligent class of ladies among the firemen's wives, so I thought I would drop a line, hoping to hear more from the Ladies' Society, B. of L. F.

Yours fraternally,

*Dolly.**For Woman's Department:***BE NOT DESPONDENT.**

There is light and life around us,
Tho' dark clouds obscure the sun;
There's a silver lining to each cloud,
For each and every one.
Tho' the sunbeams are but transient
That o'er our pathway gleam,
They will shed a radiance 'round us,
Tho' dark the way may seem.

There is light and life around us,
There are sorrows not a few,
There are roses we may gather,
Tho' thorns may pierce us too;
Yet the roses and the sunbeams
We should gather day by day,
It will lighten all our burdens
As we journey o'er life's way.

If to-day be dark and cloudy,
To-morrow may be fair;
Then cease thy vain repinings
And cast away dull care.
Glean from the passing moments
The pleasures of earthly bliss—
Seek joy in sweet contentment,
Wherein lies happiness.

—Mrs. Nellie Bloom.

WEST OAKLAND, CAL., June 6, 1888.

EASTON, PA., June 7, 1888.

Editor Woman's Department:

Not seeing anything in the *Magazine* from No. 11, I wish to pen a few lines in her behalf. Her old reliable war horse, Mr. J. W. Sinclair, still keeps around among the brothers of his Lodge, trying to work for their interest on the road in regard to promotion from the left to the right hand side. My husband says had it not been for Bro. S. he would not have been promoted at the time when he was, and he says he can name a number of others that have advanced through Bro. Sinclair's influence. I know that about a year ago when my husband was suspended for over two months, Bro. Sinclair did more for him than any other one person on the C. R. R. did for his reinstatement and I am very thankful for the same. I know that Bro. Sinclair will do all he can for members of his Lodge. Hoping you will give me a space in your *Magazine* I remain,

*Mrs. L. C. Rogers.***IN MEMORY OF FRANK PIERCE.**

Farewell, Oh brother! gone before
To yon eternal clime;
On earth's broad breast we meet no more,
We meet no more in time.

But think not we forget the chain,
That linked our hearts in one;
Unbroken shall its strength remain
Till life's brief course is done.

The golden moments we have spent,
Within the Lodge room walls,
With all their joys and sorrows blent,
Fond memory recalls.

Full nobly, brother, hast thou wrought
Upon the loom of life;
Full nobly, brother hast thou fought
Where duty calls to strife.

Rest sweetly where thy silent place
Is dug beneath the sod;
We'll strive to meet thee face to face,
Beside the throne of God.

"WHAT'S IN A NAME?"

What's in my name, alack, that's made
The Brotherhood so ill?
Lo, here is one begins to sigh,
Another one to thrill.

Then straightway each in treacle dips
His saucy pen I ween
And tralls it through the columns of
The July *Maazine*.

And tons of bower(y) balderdash
And taffy I must eat,
And all forsooth because my name
Is so "oncommon" sweet.

Because I am A. Darling it's
Creating lots of fun,
And every rhyming two by five
Must make his little pun.

Don't let the fretful bristles rise;
Of course I'd be a dunce
To mind so small a thing, so don't
Let's all get mad at once.

But though his blessing I'd forego,
Who grows that double grin,
Yet honestly I wish my name
Were Vinegar or Gin.

Now, "Shandy," pray don't miss the chance,
Next time you have the floor,
To say that if it were the last
You'd like me all the more.

Ah well! my name is what it is,
And what it always was,
And what it will be till to change
I see sufficient cause.

And though you all should sigh and thrill,
Because 'tis still the same,
I hope you'll please to bear in mind
That I am not to blame.

Alice O. Darling.

[Get married and stop the sentiment.

—Ed.]

DERBY STATION, PA., July 16, 1888.

To Woman's Department:

I have just finished reading the July number of the *Magazine* and find so many things that meet my approbation that I feel as though I want to walk around and give you all a hearty hand-shake. I despair of giving you all due notice since "ye Editor" says "halt," and there is really a great yawning mouth I must try to avoid. "Jim Dooly," you are certainly a brave man to thus air your opinion so freely, in spite of the antagonistic aspect of affairs, but you are right. I fail to see why we women should not praise and encourage the boys if we are so minded. Where are any of us who have not the welfare of some boy or boys at heart, and where can we find more deserving boys than among our firemen? Therefore, I say, give them kind words and helping hands at every opportunity. Poor old "Shandy," gets it right and left, but then I verily believe he accomplishes his sole motive when he stirs up a "hor-net's nest." What think some of the contributors of the Editor's suggestion to use our real names? Although it would be a sorry reputation some of us might make, yet for the sake of the deserving few I think the matter worthy of serious consideration.

Lizzie Marks.

HAPPINESS AT HOME.

LOS ANGELES, CAL., May 25, 1888.

To Woman's Department:

It has been said by a philosopher that every cross word uttered or angry feeling experienced leaves its unerring mark on the face. This can be verified by a close observation of the countenances of those around us whose tempers and habits are familiar to us, and its truth thus established. And if the lineaments of the face show traces of such things, how much more must the general, moral and mental system be affected by them? Nothing is more susceptible of proof than the statement that one angry word brings on another, except the good old biblical saying that "A soft answer turneth away wrath." Many people really possessed of a sincere desire to do right in all things, allow themselves to fall into the habit of using ungentle and even unkind words to those around them, when if their attention were called to the fact in the right way, they would be astonished at themselves. They mean no harm but they do harm, both to themselves and associates. More especially is harm perceptible in the family circle, where the developing child is the proud imitator of all the acts of its elders, and particularly those which are pronounced and noticeable. Here is where the carefully sown seeds of ungentleness are eventually ripened into a harvest of harshness, and too often gathered into a harvest of vice and crime. Too frequently are the sins of the parents visited upon the children even of the third and fourth generations. All results from a lack of a full appreciation of Happiness at Home. Happiness is made, not born. It may with reason be argued that it is an impossibility to be happy at home when one is crushed by the cares of life—by difficulties crowding on every side. But that brings to us the very point we are seeking, and leads us to repeat that happiness is made, not born. Thus, a habit of gentleness, cheerfulness and kindness can be acquired, which nobody sees but to appreciate, admire and desire. The children acquire it in youth, are saved the subsequent efforts at self-control, while the neighbors are softened by contact with it, and the result is that we all should seek—happiness at home.

Reader of the *Magazine*.

SAN BERNARDINO, CAL., March 4, 1888.

To Woman's Department:

Having long been a reader of the *Magazine*, I will endeavor to write a few lines about this place. This town is in a valley, mountains all around and they are covered with snow, but here in the valley everything is green, fruit trees are in blossom and flowers in bloom, the year round. This is a wonderful country. The first place we stopped was National City, on the sea shore. I think it is so much pleasanter a place to live than here. There we have the grand view of the ocean and ships sailing all the time. As this is my first attempt I conclude, wishing the Brotherhood success.

Fireman's Wife.

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

SEPTEMBER, 1888.

MR. EDITOR:—The unprecedented growth of our Order seems to demand constant legislation to meet the exigencies of our rapid increase. This order has held thirteen annual conventions and will soon meet in its first biennial convention. In that short period the number of delegates has increased, from a mere handful, till now the number is as large as the two Houses composing the Congress of the United States. Even this body is called large and unwieldy, and yet, how much more care and business has to be considered by it. With the past ratio of increase we shall in a few years have a Grand Lodge composed of 500 delegates. "Dirigo," in July, writing on this matter, gives good reasons for cutting down this representation. First, by saving money; then because with a smaller number of delegates more business could be dispatched in a given time, and with a better prospect of proving it well done, when done.

Several more items could be adduced, namely: The required transportation of the delegates to and from the convention, which we have to ask of the railroads. While we have no reason to complain in this regard, for our requests have ever been most courteously treated and granted, yet with so many Orders meeting every year, it would show the progressive spirit of our Order to take the lead in reducing the number of delegates as we have already reduced the number of conventions.

Another consideration ought to be the burden of entertainment which Lodges at or near the conventions feel bound to take upon themselves. While it may have been nice and not very costly to get up a treat to a score or two, yet when it comes to hundreds it is rather too burdensome.

Another item is the fact that in the near future it will be impossible to find a hall in a minor city large enough to contain our crowd and isolated enough to preserve its secrecy.

Now having stated some additional reasons to those given by "Dirigo," let me propose a plan of representation, for which we have the outline already in existence, and which could be

amended so as to take in this district representation. I think that the best plan of district representation, would be by a system of railroads, and not by state lines, and the simplest plan would be to enlarge the sphere of the adjustment committees and have the members of said committees understand that from their number the delegate to the Grand Lodge convention is to be chosen. This would be an inducement to some to serve actively on such committees in the hope that their services for the cause might bring its reward. The adjustment committee of each Lodge could elect their chairman, these chairmen of all the Lodges on the system of road meet to form the Board for the system, and the chairman of this Board to be the delegate to the convention. We would thus have men selected by the Lodges for their integrity, justice, and good judgment, for these are essential qualities for members of that committee, and no one lacking these should be elected to this position. If these brothers met and selected the one best qualified as chairman of the system, we should thus have a double selection, and a man who by the very office he holds in the Order, ought to be able to fully represent the wants and desires of his constituents. I find by referring to the table in *August Magazine* that seventy-four railroad systems control three-fourths of the railroads in the country. By making the chairmen of these systems the delegates to the Grand Lodge, and allowing Lodges on smaller roads to form districts according to their mutual interest, or to attach themselves to an adjoining system, we could bring our representation to 100 or less, which would be an ample representation and as each delegate ought to have as many votes as there are members of adjustment committees on his system, it would be a full representation for each Lodge. Mixed Lodges generally elect a mixed Board, and in forming a Joint Board each member of a mixed Board, should be counted as belonging to the road he is supposed to represent. Power should be vested either in the Grand Officers or the Grand Executive Committee to supervise the apportionment of votes, annexation of isolated Lodges and formations of districts not composed of systems. The plan thus proposed would hardly create any expense, make no new offices, but may possibly make a little work for the Grand Executive Committee, or a little more for the Grand Officers, who like work and who generally get it, too.

X. L. C. R.

BALTIMORE, MD., August 9, 1888.

Editor Magazine:

I write of Oriole Lodge, No. 214, B. of L. F., because whatever standing it may have in the Brotherhood, I fail to see it recorded in the *Magazine*. We have about forty members in good standing, and meet in Schuman's Hall every second and fourth Sunday of the month. Bro. John Jones, our Receiver, attends punctually, but a number of bachelors find it convenient to attend other meetings. All right. Such things may bring felicity, including the cigars, which Bro. J. P. must not forget.

Subscriber.

TO GRAND MASTER SARGENT.

Dear Frank: I'm on the wing to-night,
And full of fancies flowing;
'Tis just the time I love to write,
When fluent thoughts keep glowing,
Until they reach a fever heat,
And flit in measured numbers;
So, sit beside me on this seat,
We'll chat while Kitty slumbers.

This is a wicked world, Frank,
Tis full of roguish schemers;
But you and me can Nature thank,
She made us harmless dreamers.
We're innocent as turtle doves,
Perpetually cooling,
With willing mates, where balmy groves
Invite a ceaseless wooing.

I know you're not a saint, my boy,
You're many leagues behind one;
'Twould fill our honest hearts with joy
If we could only find one.
You've tramped this country more than I,
And been in places many;
Did ever you, when strolling by,
E'er stumble over any?

No doubt you may have angels met,
Sweet, wingless, charming creatures!
Whose lisping lips you'll ne'er forget,
Or dear bewitching features?
You have 'nt, eh? Indeed I fear
I'll taunt with words unclivil,
Just lend me your attentive ear:
"Tell truth and shame the devil."

I like you, Frank, your honest face
Is handsome and transparent;
And on it I can plainly trace
Sincerity apparent.
There's not a lady in the land
Could keep her heart from beating,
If she'd but see your smiles so bland,
And saintly eyes dilating.

I wish I had your winning ways,
And sweet, seductive blarney,
Until I'd skirmish 'round the bays
Of much beloved Killarney,
Where elfin sprites are rich, I'm told,
And open to persuasion;
Dear Frank, I'd soon have lots of gold,
And would'nt fear starvation.

A hand upon the furnace door,
Or leg coiled round the fever,
Is sure to keep a fellow poor,
And hold him there forever.
Provisions gauded by "honest toll"
Don't need much skillful carving,
They taste like West Virginia oil,
And simply save from starving.

Some men can live on water, Frank,
And some on airy nothing;
And many a rhapsodizing crank
Bescribbled lines of frotnings,
Reclining in an easy chair,
How man should toll contented—
By Jove, I toll and starve, I swear,
And almost am demented!

My darling in the bed-room, oft
In earnest conversation,
Directed all my thoughts aloft,
And urged me to salvation;
She told me of the joys above,
For those who wished to find them,
Where souls are sure of endless love,
When leaving earth behind them.

She feels she's right—she always is—
Since first on life's young morning
She grew to love my handsome phiz,
She fights my doubtful scolding.
She tells of fires that belch severe,
To purge my skeptic laughter;
Dear girl! She keeps me blistered here
With sermons on hereafter.

Ah! well, my moralizing pen
Begins to rudely caper;
To sermonize some railroad men
Is only waste of paper.
I don't insinuate that you
Are in this category;
I know you'll get a sleeper through
To everlasting glory!

My thread of thought is rudely cut,
Dear Frank, my twins are calling!
I'd like to linger longer, but
I must appease their bawling.
Good night! I wish you lots of joy,
When Jove his stock's disbursing;
And may you never know, old boy,
The terrors of dry-nursing!

—[Shandy Maguire.

MR. EDITOR:—Sitting in my parlor window this warm Sabbath eve, enjoying the blessing of health and a good position in life, viewing the canopy of the heavens, admiring nature in all her splendor and beauty, my mind wanders to that eventful day, the 27th of February, last, when the cold wind whistled and the earth's surface was covered with snow; that day is to be remembered by my comrades and brothers, for it was on that day they made a stand for justice and right. I think of the old, old song:

"Where is my wandering boy to-night," which is on the tongues of many mothers, and eight hundred engineers, may ask "Where is my boy to-night," who has stood upon the flat board by my side, for perhaps many years, who gave up his only chance for promotion that we, as engineers, might win the battle. Think, brothers, think of the noble boys, they who compose the membership of the B. of L. F. It was the point in their lives, perhaps the last opportunity that some of them will ever have. Lost for what? for a noble principle, a stand for justice, and when "Man's inhumanity to man" was filling our positions with scabs, they nobly stood and waved an answer back to the "Q" officers, "United we stand." Is this not standing by a principle? Acknowledge it, and we can only repay it by amends, which is to rescind that law at the next convention, which forbids the initiation in the B. of L. E., of members of the B. of L. F. Don't be so cruel as to let it stand. The B. of L. F. is an Order that some engine men might feel proud of having the honor of being numbered with its membership, and if the time ever comes that engineers of the B. of L. E. are permitted to join, I for one, stand ready to present myself, and knock for admittance. I trust that every delegate to the B. of L. E. convention will take this matter under consideration. It is wrong, all wrong. The B. of L. F. must realize the fact. This is my conviction and I think it is of every engineer who has the cause of justice at heart. A hint to the wise is sufficient.

To the Grand Master of the B. of L. F., F. P. Sargent, I know of no better saying than this: With him it has been a career of splendid success. His name is mentioned with respect, and is not unknown even in foreign lands. I do not envy him the high eminence he has reached. I would rather stand on that eminence, with him,

than have the richest crown that ever pressed a monarch's brow—or be an honored guest in Shandy's old canoe. May wise legislation, in conventions, give the Brotherhoods a new birth of freedom. This will be a convention of all, and one of the most important ever held. Do not offer resolutions that will only benefit you personally, but such as will benefit all. Remember you represent your comrades at home, and that you are sent to voice their sentiments, and may the God of the universe in His wisdom guide and direct these Brotherhoods in their proper channels. This is the wish of the writer.

Harry Relwah.

SUNDAY, August 5th, 1888.

LEAVENWORTH, KAN., July 20, 1888.

Editor Locomotive Firemen's Magazine:

Many years ago I was a resident of a village on the Sandusky, Dayton & Cincinnati Railroad, a road which then ran from Sandusky City, through Tiffin, Clyde, Forrest, Kenton, Urbana and Springfield to Dayton, Ohio. At that time I, with most of the other boys of the little place, had an ambition to become a locomotive engineer. Indeed, an engineer in our eyes had reached the very summit of all earthly glory, and this was particularly the case in the instance of three engineers who ran three locomotives which drew the passenger trains on the above road. These engines were inside connecting locomotives, one of which was named the "Mississippi," the second the "Niagara" and the name of the third I have forgotten. The engineers of these engines were the envy of all the boys in that part of the country, and the subject of all our talks, thoughts and hopes was the sweet bye and bye when we should have grown to be men and have one of those engines in our care. I remember we were divided into factions in regard to the merits of these engines, and by far the larger crowd favored the "Niagara," which was painted red, brilliantly trimmed with a profusion of brass work, and the engineer of which was a chunky, dark complected man of jaunty dress and appearance, who had the interior of his cab decorated with a number of colored pictures handsomely framed. The engineer of the "Mississippi" was a large, heavy set man, not so much given to "style," but they were both kind-hearted, liberal, whole-souled fellows, who always answered our numerous questions with kindness, and on a few occasions, when they could, took some of us to ride on the engine. I was never so fortunate as to get more than one ride, but the bliss of that event will never leave my mind. In the spring of 1863 I came west to stay a short time with a sick uncle on one of the first ranches started in this State, and subsequent events necessitated a life in the far west on the plains, but for some years, until, in fact, I was twenty years old, I never gave up the hope of one day becoming an engineer. This hope, however, was never destined to be realized, and so far as I can learn, none of the boys of that little Ohio village, who used to

talk so much about running an engine, ever came any nearer doing it than I did. Since my departure from Ohio I have passed through it several times, and have often been on the lookout for a sight of the "Mississippi" or "Niagara," when crossing the S., D. & C. R. R., now the L. B. & W. R. R. Can any of your subscribers tell whether these engines, the "Mississippi," "Niagara," or the other, whose name I have forgotten, are running yet? If so, I would like to know where. Also, if any of those engineers are alive, their names and addresses, and present occupations. I would like also to get a picture of either of the locomotives named, if such a thing is obtainable. The time that I remember them most vividly was from 1860 to 1863. I would like also to know in what shops the engines were first built; if not running now, what became of them; if they were superior to or inferior to the present style of engine, and why the construction of such beautiful locomotives as they were has been abandoned. I remember that their engineers were very proud of them, and said that they were simply perfection and could not be improved upon. It seems to me now that their cabs were much roomier than those now in use. I remember also that their oil cans were made of copper, highly ornamented, with extra long spouts, such as are never seen about an engine now.

Though I never had anything to do with railroads I have never lost my interest in matters pertaining to the locomotive, and often read your *Magazine* when I can get it, and I have frequently thought that I would write you and ask you for any information you could get concerning the engines and engineers which so impressed themselves upon my boyish fancy. I believe I would go a long distance to see one of those engines or engineers now.

W. W. Hooper.

MINNEAPOLIS, MINN., August 1, 1888.

MR. EDITOR:—A grand Union meeting of engineers, firemen, switchmen and brakemen was held in St. Cloud, Minn., Sunday, July 8th in the Grand Opera house. The meeting was called to order by Bro. Shore of the B. of R. R. B. at 1:30 P. M. Bro. E. B. Mayo, of Northwestern Lodge, No. 82, B. of L. F., was chosen chairman and Bro. Shore secretary. Speech making was indulged in to the exclusion of all else. The meeting was called at the instance of Bro. Andrews of Div. 150, B. of L. E. and Bro. Shore of the B. of R. R. B. for the purpose of discussing the "issues of the campaign" more especially Federation.

Bro. Frank Sweeny, Vice Grand Master S. M. P. A., made an extended and logical address in regard to the principal topic of the day. Bros. Andrews, Alexander, Moorehouse, Bodecker, Curry, Cox and Gallagher of the B. of L. E.; Barnes, Green and Hall of the B. of L. F.; C. L. Smith, Shore, Linebacher, Needham and Work of B. of R. R. B. also made themselves heard during the progress of the meeting. A resolution was passed that all members then present would use their best endeavors to have their several delegates to

the coming convention, work for federation, every man coming to his feet instantly when the vote was called.

A special train over the Manitoba was furnished by General Manager Mauvel and Yard Master Jarvis. This testimonial of Mr. Mauvel's good fellowship towards his employes, is in line with his liberality and will come back to the company he represents in more ways than one. The trip was made over the Short Line going up the river, returning over the Osseo in the evening. Bro. Andrews did the elegant on the right side, while I was unable to recognize the fiery fiend who assisted him. "He's all right," however, and it can be said that from St. Cloud the slogan has gone forth "Equality and Fidelity." The ladies of the party enjoyed the hospitality of some of St. Cloud's fairest, and an extended drive around the City. Bro. Harry Barnes wanted to drive one of the carriages, but the ladies insisted that they didn't want the horses to get blind and that knocked poor Barnes out completely. The local committee in St. Cloud had all the arrangements in perfect shape and "The West" furnished two perfect meals. Bro. Green, of Brainerd, was detected in the act of loading the pockets of his linen duster with crumbs for his dog, as Mrs. Green has declined to feed the dog any longer.

The meeting in Minneapolis August 5th was the outcome of this, of which an extended account will appear later. X.

LAFAYETTE, IND., July 20, 1888.

Editor Firemen's Magazine:

I desire to say that Tippecanoe Lodge, No. 36, is still in the ring, of which am proud. I will venture the assertion that No. 36 has paid her assessments as promptly as any of the Lodges. This is the time, right now, that the Brotherhood needs money, when the officers of the C., B. & Q. think the B. of L. F. is bursted. Let every Brother come to the front and pay what he can and we will win the fight and show the Q. officers that we are true blue.

I wish to let the Brotherhood know that we had one backslider and a fraud in the person of Wm. Walt.r. He had a job running an engine on the L. C. & W. and obtained a lay off for a month. He told the boys he was going on a visit, but he went and took an engine on the "Q." He ran several trips, and then came back, but was found out, expelled from the B. of L. F. and B. of L. E. He was more than a scab. He thought the Brotherhood would "lose" the strike, and that a man on the "Q." would have a good job. But when he found out the Brotherhoods would not give up, then he wanted to sneak back, but he was detected and expelled.

Bro. Chas. Blackwell came near losing his life on the L. N. A. & C. in a serious accident which befell engine 67 near here. The engine struck a landslide and turned over, piling the cars forty feet high. The engineer and fireman were rescued, more dead than alive. They are getting well now but the brakeman lost his life.

With regard to the Convention. I would like to say to the Lodges that they should elect good men for delegates, for there is going to be lots of work to do and I think the *Magazine* is the place to discuss different questions.

Please look at our By-Laws, page 53, section 85, in regard to defunct Lodges. There you will see that members of defunct Lodges, to become members of other Lodges, have to come in as new members. Take brothers who who are not firing an engine, they will have to lose all of their money, or go to firing again, before they can join the B. of L. F. We have several members of No. 36 who are not on any railroad. Some are in business, and among the best members we have. Now, suppose No. 36 should burst, these members having paid up, do members think it would be right for these Brothers to lose all the money they have paid? The way the By-Laws are now, they would have to go to firing again in order to become members of the Order. Now, why not at the Convention have the By-Laws changed in this way. The Brothers of defunct Lodges, may show up their receipts to the time the Lodge became defunct and present them to the nearest Lodge within sixty days, the member so doing to be taken in the same as if he had a withdrawal card. I think such a law would be better than the one now in force upon such matters.

From a Brother,

J. E. C.

COLLINWOOD, OHIO, August 3, 1888.

Editor Firemen's Magazine:

In reading the July number of our *Magazine*, I see a communication from a brother of sister Lodge, No. 142, with regard to the death of our departed brother, S. M. Kennelly. I confess it looks rather negligent on our part to have a brother of a sister Lodge write up the death of one of our members, and one who was so loved and esteemed as was Sam. On inquiring of the officers of the Lodge, I find that they were not to blame, as resolutions were drawn up and sent to the Grand Lodge very soon after the death of our brother. Such mistakes make things seem very heedless sometimes, when a little explanation may put things right. No. 183 seems to be rather backward in correspondence. I think we lack the courage to start. Although, I am sure that Buckeye did well, and I hope he will come again. But should anyone be in need of any bodily assistance, how quickly they fly to their aid. The boys of 183 have hearts as true as steel, and go out like lightning in sympathy for a brother in trouble. I hear that our Worthy Master, J. M. Gains, is re-elected. That sounds good. Jule has been at the helm for some time, and has steered us through some very rough places, and as long as he remains, we will never strand or sink, for there is no such thing in his composition. But let us all lend a hand to adjusting the sails in the year to come. It will make the ship easier to steer and we will have a year of smooth sailing.

Yours truly

Pip—.

PHILADELPHIA, PA., July 5, 1888.

Editor Firemen's Magazine:

I pay for the *Magazine* and I read it. The more I read it the more I like it. As the organ of our Brotherhood its pages are open to all, but the difficulty is that it is not large enough to accommodate all who would like to be heard. But I want to say to my fellow Brotherhood firemen, if they have nothing to say, say nothing. The fact that Brotherhood firemen get married, or think of getting married, is a matter of no special importance to the Brotherhood. The common occurrence that some fireman's wife has had a baby need not be written up for the *Magazine*. It is not a matter for the Brotherhood to discuss and is out of place in the *Magazine*. For one, I am heartily sick of such literature, and shall be glad to see it discontinued. I do not think that every time a fireman is promoted to be an engineer, the fact need be stated in the *Magazine*. Of course, all are glad of it, but it is "the regular Order of business." There is nothing unusual about it. Promotions come as a matter of course. If there were no promotions, then a little discussion showing why, would be in order. It is this constant talk about courting, getting married, having babies and going to the "right hand side" that takes up too much of the space of the *Magazine*. For one, I protest. Then again, we have ceaselessly the same rigmarole of whereas when men die, and in almost every instance it is charged that the "Creator," with many other appellations is "*pleased*" when death comes to a member of our Brotherhood. I appeal to you, Mr. Editor, to inaugurate a sweeping reform. This is not kicking. I am not a chronic fault-finder. I know the difficulties always in the way of reform, and I write this, because in the matter of communication to our *Magazine* I would like to see a higher standard of thought and comment. I am no stickler for perfection in composition. I am not a critic. What I mean is, give us clear cut ideas, or ideas in the rough, only let us have that which will set us to thinking, require investigation in matters directly connected with our work, or upon other questions well calculated to add to our general information upon important subjects. Locomotive firemen are something more than firemen, they are citizens and are required to have opinions upon subjects other than running an engine, and there are scores of firemen who are capable of writing upon a variety of topics interesting and instructive, and the more of such matter there is in the *Magazine* the more creditable it is to the Brotherhood. The strike on the C. B. & Q. has brought a good many important questions to the front, particularly that of federation. Our *Magazine* is right on that subject. Every workman should never cease agitating upon the subject of wiping out of existence the Pinkertons, the men whose business it is to lie or murder for pay. I suppose, Mr. Editor, that your position is one of great embarrassment when dealing with communications, and if this is not calculated to do any good in your judgment then let it go. I am no

Squealer.

BOONE, IA., August 6, 1888.

Editor Firemen's Magazine:

The question of federation is the paramount subject of discussion among the four Orders of railroad men now, the B. of L. E., the B. of L. F., the B. of R. B. and the S. M. P. A. There seems to be a wide difference of opinion among them. I have from the first, favored federation, even when it was almost tabooed, for I was thoroughly convinced it was the only sure way of obtaining our just rights. In the union of law-abiding labor organizations there is always strength, especially if their interests are identical. Now, each Order could have its secret organization and be as they are to-day, only in the question of grievance. Let the grievance of one Order have the support of the others. Let there be a Grand Board of Adjustment composed of equal numbers of each Order, and let all questions of grievance be referred to this Board. Let the majority rule and let the decision of the Board be final. There could be a general travelling card and pass, so that a brother could be recognized by any member of the federated Orders, and could identify himself when sure he had found a member of either of the Orders. Perhaps my plan would not meet with the approval of others, but certainly I would like to see all united in demanding right and justice. In my plan each Order retains its individuality, but acts in conjunction on the question of grievance. I am glad to see a friendlier feeling existing and growing stronger among the Orders, recognizing the necessity of obtaining strength by union. Our Lodge is thoroughly aroused to the importance of the benefits that will accrue from federation. I hope to see it carried out this fall.

Yours fraternally,

Eagle.

BIRMINGHAM, ALA., July 16, 1888.

Editor Magazine:

I have often wondered why we had never heard anything from #73 through the columns of our much loved *Magazine*. It cannot be that our members do not feel interest enough to write. No, I know that is not the reason. They all love her well, but perhaps they they are all like myself, waiting for some one to write who could command better language to express their thoughts. It would be my greatest pleasure if I could only express my sentiments of our noble Order as I feel them in my heart. Our Lodge is less than a year old, and for that reason, some of our business may not be kept up as is the case with some older Lodges. But we hope in a short while to keep everything in better shape and see our Lodge numbered with the best, and a credit to the Grand Lodge, and to our Order. We have a good Lodge and it is rapidly growing and from present prospects, we have reason to believe it will soon be one of the largest and best in the South. I was very favorably impressed with Dirigo's plan of district representation and think it would be a good thing for the Order if it were adopted. If I see this in our *Magazine* will sometime write again.

S. A. F.

THE *Switchman's Journal* for August, says: "We believe that the 'great conspiracy case' will end in the discharge of Broderick, Bauereisen and Goding."

THE *Wall Street Reporter*, high authority in financial circles reports the losses, so far, of the "Q" at \$12,000,000. That will do for the present or until the next statement is made.

A NUMBER of the "Q's" scab switchmen at Omaha, have gone into the burglary business. Why not? It is as reputable as forming an alliance with the Pinkerton thugs and spies.

A SCAB engineer on engine 26, train 42, broke a valve, and it took him three hours to find out what had happened, and he, Gilmore by name, is accounted one of the Q's competent engineers.

ACCORDING to reports from Creston, Iowa, a "Q" scab don't feel himself competent to run a passenger engine until he has swallowed a half pint of whisky. They are an open throttle set of fellows.

BRO. R. S. COCHRANE, of Golden Rule Lodge, No. 131, has been promoted from the left to the right side. His promotion has brought him many congratulations from his numerous friends on the W. C. R.

THE fourth annual convention of the Railway Station Agents' Association will be held in the Grand Pacific hotel, Chicago, September 19th, next. The Association transacts its business with open doors, and all railway officials are invited to attend.

UPON receipt of this, the September issue of the *Magazine*, we urge upon every loyal Brotherhood Fireman to hunt up the Collector of his Lodge and put five dollars in his hands to help sustain the courageous boys who are still fighting the C., B. & Q.

To all who desire to help maintain the strike on the C., B. & Q., subscription lists can be had by applying to the Grand Secretary and treasurer. The present is the critical time and we hope the applications for the lists will be numerous. They will be promptly forwarded.

"Eccentric Strap" writes from Galveston that "after our business was finished, we went in a body, led by Bro. Briggs, to C. H. Preston's drug store, where we all endorsed Grand Master Sargent's taste and judgment drinking 'iron tonic.'" Just what the effect will be on the Grand Master remains to be seen, but that it braced up the brethren who took the "iron," is not debatable.

VICE-GRAND MASTER J. J. HANNAHAN recently in company with a party of gentlemen, called upon President Cleveland, at the White House. The party was received courteously by the President, who, if statements are half true, is about the hardest worker in the country.

WE acknowledge the receipt of an invitation to be present at the "quarter centenary of the inception" of the Brotherhood of B. of L. E., which was held in the city of Detroit, on 17th and 18th of August. The occasion, we learn, was a most delightful one, but we go to press too early for details, which we shall publish in our October issue.

THE competent (?) men on the "Q" are filling the Q's cemetery with dead engines, because when one of their patients on the road is attacked with any of the ills peculiar to the iron horse, they don't know what's the matter, and after a few jerks and spasms, the poor thing goes dead in its tracks, and has to be hauled in.

THE General Manager of the "Q," in his proposition to the strikers, pledged himself not to "black list" the men—that is, he pledged himself not to be a villain, a felon, for in the state of Iowa, were he or any official under him, to perpetrate the crime, he would be sent to the penitentiary to occupy a felon's cell. Such is the condescension of the "Q."

J. W. RICE, Esq., delegate from Division 186, Denver, Colo., to the St. Louis convention of the Grievance Committees of Engineers, afforded us the pleasure of a brief visit while in Terre Haute. We found Mr. Rice thoroughly posted in matters pertaining to the welfare of railroad employes, and it is always a pleasure to meet and greet such men.

THE *Locomotive Engineers' Journal* remarks that "this dynamite scheme has been, for the past few years, a favorite of detectives, and no one has made better use of it than the Pinkerton gang. This racket works admirably, and the detective knows how to have the bombs in the right place, in perfect keeping with the plot." That is so, but instead of being detectives—their mission is the same as that of the serpent in Eden—to tempt some one to do wrong and then crawl away to give information—and the employment of such creatures was resorted to for the purpose of debauching unguarded men in the interest of the "Q" corporation. When the whole plot is unravelled it will require a face of Stone not to blush and a heart of Stone not to beat the rogue's march.

THE editor of the *Railway News-Reporter*, of Omaha, had a visit from a scab who had paid fare for seventy-five miles to gratify his thirst for blood, because the Omaha editor had called him a "scab." The editor mentions the circumstances in connection with the visit, that the scab, as he left was "presented with an old electrottype," and he is invited to call again. A scab may like blood, but he relishes whisky more. They are pestiferous rather than dangerous.

THE "Q" officials, are everlastingly reading telegrams in *memoriam* of dead engines, and the sad announcements occasionally take on a most ludicrous phase. One scab indulges his fancy as follows:

"Dear Mr. Stone, I'm a scab engineer,
And as a scab, I took service with you;
Now please lend me your most sensitive ear,
And I'll tell you what's happened on the C.,
B. & Q.
An engine stands dead, and I'm alone in my cab,
Pray, send assistance to a disconsolate scab."

THE deaths of William Smith, engineer, and James Wilson, firemen, who were killed on the Fort Worth & Denver railroad, in July last, is another instance of going down to death that the lives of passengers might be saved. Had the engine dashed ahead, the engineer and firemen would have saved their lives, but the passenger cars would have been wrecked. By moving cautiously the passengers were saved and the engine-men were killed. Will the time ever come when such sublime heroism will be appreciated? We can only wait and hope.

It seems that an engineer's watch, 25 minutes slow, caused the collision on the L. & N. near Birmingham, Ala., last July, in which an engineer and a fireman were killed and an engineer and a fireman fatally injured. The *Locomotive Engineer* suggests as a means of avoiding railroad "butcheries" that "the companies own the watches or clocks, keep them in repair, and issue them to the engineer and conductors with their running orders, including in the order the numbers of the watches received. By this system no watch will be out long enough to run down; it will be set to the second every trip; standard time will be maintained and correct watches carried. The cost of an accident like the one cited would buy watches for a dozen roads. In discussing "cost" or cash, numberless railroad accidents would be avoided if the companies would be as liberal to their workers as they are to their officials. Men in responsible positions are overworked and underpaid—and like the watches are "slow," often "run-down" and disqualified for business. A bridge to save money is let to the lowest bidder and the "lowest bidder" to save money makes it a death-trap and so on through the list. Everything is cheap, even life.

THIS *Magazine* but echoes a sentiment of universal regret upon the unexpected death of Mr. P. D. Cooper, who died at Elkhart, Indiana, July 25. Mr. Cooper was one of the most widely known railroad men in the country, having advanced from the position of telegraph operator to that of General Superintendent of the Atlantic & Great Western which he was compelled to abandon in 1882, on account of failing health. Though Mr. Cooper did not recover his health, he was thought to be improving, and his death was unexpected by his family and friends.

THE *Railway Service Gazette*, in a late issue, in referring to the resignation of Mr. M. D. Jones, late of the Lake Shore & Michigan Southern road, says he was "unceremoniously kicked out of office," and adds, that under the present management of the road, to be unceremoniously discharged is greatly to the honor and credit of Mr. Jones. According to the *Gazette*, Mr. Jones being a gentleman and an exceptionally qualified man for his position, was totally disqualified for a position under the present management of the road. If the estimate is correct, the management is not such as the traveling public and shippers require. It is a public calamity, when a great railroad passes under the control of men who propose to improve conditions, by discharging competent and faithful employes, because, as a rule, demoralization and disaster result from such a policy.

THE Kansas State Assembly of the Knights of Labor held its third regular session at Atchison, August 7. Among the resolutions reported and adopted we find the following:

WHEREAS, The C., B. & Q. railroad company has shown by its unfair treatment of its striking employes, engineers, firemen, and switchmen, and by its persistent refusals to treat with them on an equitable basis, by arbitration of existing grievances, that it is the avowed enemy of organized labor. It has by every dishonorable means in its power sought to turn public opinion against the Brotherhoods of Engineers, Firemen and Switchmen, it has subsidized the public press, bought men, body and soul, to swear to falsehoods in proof of an alleged dynamite plot. All in pursuance of a plan to "break up every labor organization in the country," beginning with the Brotherhoods. Therefore be it

Resolved, First, That we condemn the actions of the C., B. & Q. railroad company as unjust, arrogant and tyrannical in the extreme and dangerous to American institutions.

Second, That we heartily endorse the manly course of the Brotherhoods in standing up for their rights and refusing to go to work until a fair and satisfactory settlement has been made.

Third, That we extend to our struggling brothers our hearty sympathy in this their hour of trial, and will do all in our power by legitimate and honorable means to assist them in securing justice and recognition of their rights.

The foregoing resolutions have the clear ring of fraternity and friendship. The Knights understand the C., B. & Q., and have the knightly courage to say what they think.

HELP FOR THE HEROES.

The *Firemen's Magazine* makes no apology for referring frequently to the strike on the C., B. & Q., *alias* the "Burlington," *alias* the "Q." *alias* the S. S., or Scab System. Measured by any standard, and the strike expands to unquestioned magnitude.

It may be possible, indeed it is probable, that the view the *Magazine* takes of the subject is not that of some others, whose opinions are entitled to consideration; nevertheless, the *Magazine* has a duty to perform to the Brotherhood, and with due respect to others will fearlessly discharge it. The time has come to state propositions distinctly and sharply define positions.

The strikers, that is to say the employes, on the "Q.," who have been idle since the 27th day of February last, are the immediate victims of the strike. They are the wronged men. They are the men who had a grievance. Just here comes into prominence a fact which must not be ignored, it cannot be thrust aside without doing violence to justice. It demands and should have consideration. The Brotherhoods, of which the wronged and idle men are members, made the grievance, the wrongs of the men on the "Q.," the cause of the Brotherhoods and by ordering the strike, or approving it, made it a Brotherhood strike. In doing this the Brotherhoods assumed *all* responsibilities, and thus by virtue of law stand pledged to see it through. Have the Brotherhoods ordered the strike off? Such is not the record. As a consequence the strike is still on, and now, as on the 27th day of February, it is a Brotherhood strike. The facts admit of no controversy. The logic is irrefutable. The "Q." strike is not that of the individuals who have felt the crushing weight of the "Q." corporation's unjust policy. It is the strike of the Brotherhoods of which these men are members, and who, true to obligation and to principle, have maintained, with heroic fortitude, their own good names and those of the Brotherhoods whose battles they are fighting.

If these propositions are admitted, and we challenge their denial, what are the obligations the Brotherhoods are under to the men who, in a special manner, are maintaining the struggle? Is there a man in the Brotherhoods so mentally obtuse as not to see at a glance that the Brotherhoods are pledged to afford these men all the support within the entire range of possibility? The conclusion is not only logical, it is inevitable. No other conclusion can be arrived at without doing violence to pledge and to principle.

Evasion and circumlocution at this critical time are discreditable. To look the situation square in the face and stand heroically by the right is the thing to do. To do less is a disgraceful and dishonorable abandonment of a cause as righteous as ever challenged the approval of honorable men.

The idle, persecuted men on the "Q." have courage, have endurance, qualities essential to victory. What do they lack? Simply money. That is the one thing needful. With money the fight is won. With money victory will perch upon the standards of the Brotherhoods. The Brotherhoods challenged the "Q." to battle. The stake was for right, justice, fair play, fair wages and the maintenance of a principle sacred to every loyal Brotherhood man. To win, only money is required—only money. Can the Brotherhoods raise the required amount?

The *Magazine* does not hesitate to say, if there is a will there is an easy way to raise the required funds to win the fight, not at some remote day, but at a time so near at hand that men with hopeful vision may even now see its dawning.

Let us be practical. Let us call the roll. There are in the Brotherhoods engaged in the strike not less than 40,000 men, who can, without any special inconvenience, pay \$3.00 a month. Thousands of them can pay \$5.00 a month but we take the smaller amount, and at \$3.00 a month we have an aggregate of \$120,000.00 a month. And this, in the opinion of the *Magazine*, as certain as that rivers flow to the sea, contributed for a short time, for a few months, will win the strike.

The *Magazine* indulges in no utopian theories when discussing practical affairs: It deals in no overestimate of men, it seeks to arouse no false hopes. It would not insult engineers, firemen and switchmen by underestimating their courage or their comprehension, and by saying that the Brotherhoods engaged in the strike on the "Q." are equal to their own deliberate commands we do injustice to none, we simply indorse the integrity, the courage and the fidelity of the Brotherhoods. We say the Brotherhoods ordered the strike. We say it is a Brotherhood struggle for right and justice and for the maintenance of a principle. And we say that a little more money, as Taylor said to Bragg, "a little more grape," and the Brotherhoods will have taught the "Q." corporation and all other corporations that when the Brotherhoods unite for the right they are invincible.

The *Locomotive Engineer*, having paid some attention to the "Q." financial affairs estimates its losses "at \$1,500,000 per month" since the 27th day of February, total to 1st of September, \$9,000,000, and asks, "how long would this sum have paid engineers the little extra to bring their wages up to standard pay? Well, the advance would have been about fifty cents a day for 1,250 engineers, and therefore it would have paid the difference something over forty-seven years, and including firemen and switchmen, say twenty-five years.

THE OTHER SIDE.

We are pained, indeed, to notice that the Brotherhood of Locomotive Firemen's *Magazine*, after a dignified course ever since its first issue, has descended in its July issue to engage in the general mud-throwing course of some of its associates. We have always admired it for its dignified course and hope that the July issue will be the only exception to the rule."—*Railway Conductors' Monthly*.

The foregoing is from the *Railway Conductors' Monthly* for August. The *Locomotive Firemen's Magazine* is the organ of the Brotherhood of Locomotive Firemen, hundreds of whose loyal members are engaged in the strike on the C., B. & Q. In defending the rights and interests of these men, this *Magazine* does not throw mud. If such is the opinion of the *Conductors' Monthly*, it can specify. To make the charge without the specification, evinces qualities of head and heart which bear no relation whatever to courage nor consistency.

We arraign the Grand Officers of the O. R. C. as flagrantly and conspicuously guilty of dirty work in taking the side of the C., B. & Q. to defeat the just demands of Locomotive Firemen. The order in which they hold high and honored positions, demands of them no such duty. To engage in such business requires men who are fit for "treason, stratagem, and spoils." The Grand Officers of the O. R. C. saw men, their coëmployés, struggling against injustice, engineers, firemen and switchmen, and they volunteered their services to crush and defeat them. The O. R. C. imposed upon them no such obligation. They went into an alliance with a soulless corporation, with scabs and Pinkerton spies, thieves, thugs, perjurers and forgers, to defeat honest, over-worked and under-paid workingmen. This is truth, not mud, and this thunder-bolt truth we throw at the Grand Officers of the O. R. C. Why did the Grand Officers of the O. R. C. engage in such a vile undertaking? Did the "Q" pay them? Was their honor, their manliness, their conscience bartered for so much cash? for "thirty pieces of silver?" Have they received the reward of their perfidy from the depleted exchequer of the C., B. & Q.? There stands the record—black as a raven's wing, and the Grand Officers of the O. R. C. may contemplate it at their leisure, and if this be "mud throwing" we challenge the *Railroad Conductors' Journal* to reproduce it and comment upon it. Thousands of railway conductors would like to see the explanation.

And here let it be said, had railway conductors had a grievance as thousands of them have had, and had deemed it prudent to strike as a last resort to obtain their rights, no Brotherhood Fireman would have placed so much as a straw in their way of success, on the contrary, they would have shown their interest and sympathy by main-

taining an unflinching neutrality, and this *Magazine*, true to convictions, would have said such things if it had spoken at all, as would have encouraged rather than embarrassed the conductors in their struggle for justice.

The trouble with the Grand Officers of the O. R. C. and men of their type, seems to be, that they think blue coats, brass buttons and a punch, transforms them into beings quite different from engineers, firemen, switchmen and brakemen, and other railroad wagemen. In this they are mistaken. They are nothing more than workingmen, and locomotive engineers, firemen, switchmen and brakemen are nothing less—they are men, who, in the strength of their manhood, and the triumphs of their skill, are carrying forward the greatest industrial and the most perilous enterprise of the age.

The Grand Officers of the O. R. C. have made and are still making fatal mistakes. In becoming the abject tools of such a corporation as the C., B. & Q.—in forming an alliance with the Pinkertons and scabs, they are perpetrating outrages that will in the near future displace them from the positions they now hold, and disgrace. The hearts of the great body of railway conductors beat in responsive sympathy with their toiling coëmployés on the rail, and it is not probable, nay, it is not possible, that they will long tolerate a policy which subjects them to the odium of being the defenders and associates of scabs and the Pinkertons.

TRESTLES are now called "tooth-pick bridges." That may be the right name for them. They are structures that have served to drop a good many people into eternity, and strange as it may appear, when such sad occurrences happen, and a fireman, an engineer, or a brakeman lies mangled and bleeding and dead, forthwith the Lodge meets and says, "Whereas, it has pleased Almighty God to remove our beloved brother," etc. If the circumstance does "please God," He is the only being in the universe who is please. Let us call a halt on this "please God" business.

GENERAL MANAGER STONE, of the "Q," some time ago, wanted to settle the strike—wanted to declare it off, and he made a proposition to take all the engineers and firemen back that he could find room for at same wages he was paying when the strike was ordered. This proposition was put to a vote on all the lines of the "Q," and was everywhere and unanimously rejected. This indignant refusal to accept the proposition of Stone, clearly defines the issue, and the officials of the "Q" may make up their minds for an unconditional surrender or to see their magnificent property go down in value until utter bankruptcy is reached.

SOMETHING MORE ATROCIOUS THAN ANARCHY.

At the mere mention of anarchy, a class of people go into spasms of alarm, who contemplate with entire composure the most atrocious infamies, perpetrated under laws which should be denounced if made for the government of brutes. There are laws in force in the United States which, with all our boasting of freedom, are infamous beyond the power of exaggeration, and among these laws is one known as the "Merritt law" of Illinois. In a late number of the *Chicago Labor Enquirer*, it is stated that "the strikers of the Burlington are to be prosecuted under the Merritt law. Any of them who approved of Gary's innovation on the common law of conspiracy, to be consistent, must relish its present application. Unscrupulous cunning never offered a state, monopoly-ruled, peopled mostly by fools that endure it, a more effective method of closing the mouth of remonstrance." In Illinois, under the operation of the Merritt law, it is a crime to denounce a crime and the *Enquirer* says:

"The Merritt law repeals in express terms the constitutional immunity for those who desire to overturn the laws, in its provision that the crime of treason shall consist only in the overt act. It holds him guilty of a death occurring in an outbreak, who by speech or writing at any previous date aroused or stimulated the feelings for a revolt so resulting. It tears from the accused the presumption of innocence, which, without these limitations, might amply shield him, and implies connivance in a specific act from a harmony of opinion as to its justice, or the need for it with those who commit it.

Under this law, men remote from, their very existence unknown to each other, are herded in the dock, and the prosecutor, stating his case introduces them, makes them acquainted as participants in a crime of whose commission neither may well have heard until they jointly indicted as conspirators face the impaneled jury. For the conspiracy, not the act, but subsidiary to that, is the gist of their joint crime. And the conspiracy is to be inferred. It is under this law the alleged conspirators against the Burlington are prosecuted."

The Burlington, an overgrown, wealthy corporation, perpetrates a colossal villany upon its faithful and overtasked employes, and then comes the Merritt law, which by its provisions aids it in carrying out its nefarious policy, and doubly armed, on the one side with a law as infamous as any edict ever promulgated by a Russian autocrat, and on the other side by the Pinkertons, characterized by the *Enquirer* as "fit allies," it proceeds to rebuild the property of the Burlington on a foundation of falsehood, perjuries and forgeries. "The Pinkertons," says the *Enquirer*, "are the nucleus of the standing army of monopoly; the employer of the most corrupt and odious vermin that are generated of the social scum. Where the 'detective' has stood the moral soil is as blasted. When his aid is called to the en-

forcement of any law, the law has emanated from the pit. The villain wins confidence to betray it; plots crime for the reward that follows its commission; excites jealousy and creates the circumstances that feed it, to earn his nauseous fee; arouses suspicion to be set in quest, and robs his quarry of character to bring an avowed thief down to his own level, that his evidence may convict. Where the detectives are prevalent society is in the last stages of putridity. Flesh-flies of humanity, fattening on carrion, they disseminate everywhere contagion and plague. From their 'sweat-box,' as in their impudent jargon they designate the modern substitute for the rack or boot and wedges, as in the former day, crawls to the witness box the semblance of a man; an unnerved, flabby, spineless wretch, his jellied soul a-quiver, the marrow oozing from his flaccid bones; sworn to 'tell the truth, the whole truth and nothing but the truth,' he must, under penalty of conviction on his terrorized confession, implicate in his crime, if he has committed one at all, those whom 'the Pinkertons' see fit to select as victims."

It is with this foul federation of Pinkertonism and perfidy, falsehood and felony, that the managers of the Burlington, the C., B. & Q., hope to strike down individual engineers and firemen, and engulf the Brotherhood in ruin.

The managers of the C., B. & Q. will find at last that they have dug the grave of their once splendid property, that they have inaugurated ruin for themselves, and that the Brotherhoods will live and flourish in spite of the Merritt law and the damnable organization known as "the Pinkertons." The Merritt law will go and the Pinkertons will go, the one to live in memory as the foulest blotch that ever stained American jurisprudence, and the other as a combination of cutthroats, in comparison with which the thugs of India are gentlemen.

THERE are Lodges of our Order, some of which are in easy circumstance, with a large membership and with a surplus of funds. Some of these Lodges have been distinguished for windy resolutions, expressing great sympathy for the strikers on the C., B. & Q., but they do not pay anything. They pat the strikers on the back, say "we are with you," etc., but when contributions are required they do not respond. Possibly at the Atlanta convention the delegates of such Lodges will seek to air their devotion to the cause in which the strikers on the C., B. & Q. have fought with undaunted bravery. If such should be the case, the roll call, showing what they have done, will act as a very wet blanket, and will most effectually put out their fire. These Lodges may yet redeem their credit and standing by now coming to the front with their contributions.

THE ST. LOUIS MEETING.

Special importance is attached to the meeting of the Engineers' General Grievance Committee at St. Louis on the 9th and 10th of August. It was a private meeting, the outside public was not admitted. Just what was done is known only to the Brotherhoods immediately interested, but enough is known to warrant a few declarations of general interest.

First, It was decided not to institute the boycott on Q cars everywhere.

Second, It was decided to prosecute the Q strike to the death, and the special and associated press dispatches to the corporation organs announced the pay of the strikers on the Burlington system was increased to \$60 a month, or a raise of \$20. But the organs do not know whether this was done or not. However, a raise was ordered.

Third, The question of federation was not discussed at the St. Louis meeting except informally. That question was settled in the affirmative at the late Chicago meeting, and the action here was reinforced by the St. Louis meeting.

Fourth, The plan of the independent political organization entered upon by the railway employees of Illinois was indorsed by resolution, and also its prosecution in other States.

The question relating to the strike on the "Q" was definitely settled. It is to go forward to the bitter end, until the "Q" comes to terms, and this action is in strict accord with the sentiments of the *Magazine* first and last. The meeting was harmonious, and the men who attended it had their determination to win the C., B. & Q., fight against all odds. As the meeting was not called to discuss federation no formal action may have been taken, but the question was sufficiently discussed to warrant the assertion, had it come up for action it would have been carried with cheering unanimity.

The purpose of the railroad employees of Illinois to use the ballots to do away with certain vicious laws on the statute books of their State was indorsed and should have the sympathy of railroad employees everywhere.

Things are moving in the right direction and when the fight with the "Q" is over the Brotherhoods will be on top.

Is the *Railway Conductor's Monthly*, for August, appears a communication, dated at St. Albans, and signed "N. E. D.," to which our attention has been called by a disgusted and indignant member of the O. R. C., particularly pointing out the following paragraph:

And the new men have come to stay and the C., B. & Q. R. R. can thank the conductors for their success in this matter, for without their influence and cooperation they (the Q.) would have been obliged to accede to the demands of the engineers.

The italics are ours, made for the purpose of enabling the reader to note particularly the claim set up by the O. R. C. to defeat the old and faithful employees of the "Q," to obtain wages, universally conceded to be

just. It will be observed that "N. E. D." boasts of the part the members of the O. R. C. played to accomplish the success (?) of the "Q," and he flaunts the fact in the face of the cruelly wronged men, that "without the influence and cooperation of the conductors 'the Q' would have been obliged to accede to the demands of the engineers," and this announcement is boldly made in the organ of the O. R. C., without denial or extenuation by its editor.

We do not believe, indeed we know, that the utterances of "N. E. D.," however, conspicuously flaunted in the columns of the organ of the O. R. C., are not the sentiments of thousands of intelligent railway conductors, who are profoundly in sympathy with other railroad employees, who demand fair wages for their perilous employment—and this fact goes far to modify the indignation which such declarations as the correspondent of the *Monthly* makes public. Still, the fact remains that the railway conductors on the "Q," by their "influence and cooperation," did all in their power to defeat the strikers, and whatever may be the compensation, they have received from the "Q," for their fawning, subservient lick-spittleism, they have earned and will receive an eternal weight of odium from all railroad employees, and wage workers generally. It is the first time in the history of the struggles of railroad men for justice that one class of employees have had the unspeakable impudence to boast that their "influence and cooperation accomplished the defeat of those who were battling for justice.

Had the conductors simply maintained positions of neutrality—run the trains when there were trains to run, no one would have complained. They were not asked to strike, or to make any sacrifices whatever. But they chose to identify themselves with scabs and spies in the interest of a soulless corporation, and this was done for considerations which covers those who were guilty of the infamy, with unspeakable obloquy.

To read the production of "N. E. D.," is to at once comprehend his status. He covers the whole "Q" system with the saliva of a pimp, he expectorates for so much a squirt, and the steady flow of his drool, false as it is foolish, excites sentiments of pity and contempt.

The members of the B. of L. F. should remember that for this month, September, they have *only one* assessment to pay, and can therefore be liberal towards their heroic brethren who are fighting the battle of the the Brotherhood on the C., B. & Q. It has been said that "God helps those who help themselves." The C., B. & Q. fight is that of the Brotherhood, and the question is will the Brotherhood do its duty. Reasoning from the past we unhesitatingly say it will.

REMITTANCES TO GRAND LODGE.

We ask the earnest attention of all Receivers of Subordinate Lodges to what we have to say here and now.

It is of the utmost importance to keep correct accounts. Method is of vital importance in such matters. Without method confusion and dissatisfaction are certain to follow.

All moneys remitted to the Grand Lodge must come from the Receivers, accompanied with statements in the prescribed form. This must not be overlooked.

If having made a remittance, any funds—no matter how small or large the amount—are left over, the money so overlooked must be held by the Receiver until the next regular remittance is made.

Magazine Agents must pay all collections over to the Receiver of the Lodge who alone is authorized to remit the funds to the Grand Lodge with his regular remittances.

Receivers should invariably, when remitting money, accompany it with the statements. To neglect this is to place money in the Grand Lodge without any information as to what it is for, and it becomes, therefore, impossible to make any proper record of it. To send funds and the statement separately is fruitful of many unnecessary troubles and embarrassments which should be avoided.

In sending money to the Grand Lodge Receivers should invariably, when remitting by express, purchase an express order, in place of remitting in bulk. The expense is no more, besides it is a guard against mistakes which all too frequently occur as to the amount remitted, the statement and the amount often disagreeing. To purchase an express order effectually obviates all such troubles. This should not be forgotten.

To the foregoing we invite the earnest attention of Receivers. The items are for the good of the Order; they mean method and accuracy, which are of vital importance.

THE *Chicago Sunday World* of the 12th of August, refers to the financial condition of the "Q." It says:

For six months ending June, the Burlington acknowledges losses of \$4,704,549, and to this should be added \$1,000,000 in wreck and damage losses and \$5,000,000 for stock depreciation and increased interest losses on bonds; or a total of \$10,704,549 as the cost of the strike to the meaneast corporation in America, which competent railroad financiers say is only a fair estimate.

The statement of the road for the month of June makes the following showing: Expenses indicate an increase of \$320,046.90 over June, 1887, while the net earnings show a decrease of \$506,849.57 compared with the same period. Total decrease of net earnings for the six months ending June 30th, is \$4,704,549.34.

The beauty of the thing is that the financial condition of the "Q" is steadily growing worse. It is consuming itself. It is a leper among railroads, and the world cries "unclean."

N. D. HUBBARD, State Master Workman, K. of L., in Nebraska, is out in a masterly written paper in which he indorses the strike on the C., B. & Q., defends the strikers and unsparingly denounces the corporation. As a specimen of Mr. Hubbard's style and logic, we extract the following:

Because it would not pay its engineers and firemen wages proportionate with those paid by poorer and competing lines the Brotherhood left its employ. These begrimed and smutty engineers and firemen quit the service of the C., B. & Q. in the royal way that true gentlemen do gentlemanly deeds. Every engine was turned over to the company unimpaired and in perfect order. Had these Brotherhood people been the graceless scamps that the company, the Pinkerton hirelings and the boughten press have represented them to be, they would have made every engine worthless before quitting it. But not content with forcing these engineers and firemen to "strike" for their rights, the Q has pursued them with the venom of its hate. Its immense revenues have been employed to place the infamy of public disapproval upon their acts. This, too, when their places have been filled with incompetent and unskilled men, who have rendered travel over the Burlington lines a menace to safe journeying. The entire Pinkerton detective service has been utilized at enormous expense to undo the power of the Brotherhood. Pinkerton detectives have assumed to be striking engineers, have hatched conspiracies, introduced dynamite, and apparently inveigled two or three of the Brotherhood engineers into their scheme. If so, this dynamite business is a C., B. & Q. conspiracy, and not a Brotherhood. This the evidence already goes to prove. The principles of the Brotherhoods stand opposed to these methods, and any engineer or fireman engaged in such unlawful procedure would instantly be expelled, and all support withdrawn from him. He would be in a condition more infamous than the man without a home, or friend, or country, or God.

Such a presentation of facts and arguments carries conviction to all who read them, and they demonstrate that the great organization of Knights of Labor is in active sympathy with the Brotherhoods engaged in the struggle with this soulless C., B. & Q. corporation.

Old things are passing away in the matter of running engines, and if things are not all new they have a newish appearance. The *Locomotive Engineer* says, "Engines on many roads are now chain-ganged, or run the rounds—'hogging it,' the Pennsylvania boys call it. There are no regular engines; a man runs an engine to-day and don't expect to see her again for a week or a month. (On some passenger runs two men run one engine, or three men run two engines, but on freight it is first in first out, engines and men alike, and as there are more men than engines the latter are kept hot and busy. By this system less money is invested in power, engines are worn out sooner and new ones are modern; men running or firing engines do no work on them; a man is kept at the shops to wipe off engines, clean flues, etc., another packs, cleans headlights and draws supplies. This new departure is thought to have its advantages and is a good subject for "runners" to write about.

DELOSS EVERETT.

Few men of the B. of L. E. are more widely known to the members of the B. of L. E. than Deloss Everett, Esq., Second Grand Engineer of the B. of L. E., and none are more highly esteemed. He is one of the oldest members of the B. of L. E., having become connected with the Order in 1863, the year in which it was organized. He was initiated into the Order in Philadelphia Division, No. 45, of which he is still a member. In 1884, at the convention of the Order in San Francisco, he was elected Grand Chaplain and held the office till 1887, when, at the convention at Chicago, he was elected to the office which he now holds and fills with the greatest credit to himself and to the Brotherhood. It goes without saying, that it affords us special pleasure to see him, for his memory of incidents of the march of railroad building and his experience in railroading combine to make his information encyclopedian. In company with Grand Master Sargent he left this city to attend the great Union Meeting at Tyler, Texas, and we hope in future to see him frequently.

The Railway Service Gazette, in an article referring to the "proposed federation of railway employes," replies to an intimation "that such a federation would be unlawful," by saying that such views are "incorrect"—and in the course of the article says:

Let us be warned in time. We have said and we repeat, that we are just entering upon a strike era. Strikes will continue to increase in number and magnitude. It is too late to discuss their good or bad effects. We have them as the inevitable logic of the times. Let no one delude himself with the hope that the government will ever come to the aid of incompetent managers with a sort of a shot-gun policy, to compel men to work for them, after they fail to secure their services upon terms mutually satisfactory to both parties. Certainly some of the writers of the strike literature of the present day, seem to sadly misconceive the spirit of our institutions. Our whole government must be revolutionized before the humblest laborer in the land can be imprisoned for refusing to labor for a certain party, against his will.

Here we have the declaration by a journal distinguished for conservatism, that we, that is the country, "is just entering upon a strike era." The significance of such a declaration is that our industrial system rests upon such flagrant wrongs, such a vicious policy that working men no longer willing to endure it will strike for justice—strike for their rights. An era of strikes, means widespread dissatisfaction. It means peril to society—it means social upheaval—possibly revolution. An "era of strikes" means an era of gloom. It means that there is "an impending crisis." Men overtaxed in a thousand ways, over-worked and under-paid will strike. The remedy is easy. It is to enact just laws and have them administered by just officials. It means that men

shall not exact dividends to the amount of multiplied millions upon fictitious capital—"water." It means that such mercenary scoundrels as Pinkerton detectives shall not be authorized to practice their felonious and murderous arts to entrap and kill workmen in the interest of corporations that degrade labor—and it is true that while Legislatures and Congress and the Courts uphold or permit such things, strikes occur and multiply. But it should be said that if workingmen federate, and in case that oppressive wrongs are inflicted, show a united front, justice will be done and a strike will not occur. We prefer to say that an era of federation is coming, and that federation will put an end to strikes.

On the morning of August 14th, a policeman found (?) a gas pipe bomb, six inches long and one and a half inches in diameter on the "Q" tracks in Chicago. The bomb it is said contained dynamite sufficient to blow up an entire train. The dispatch nicely "cooked," states that "the police have no clew as to who placed the bomb on the tracks" and here comes in a little Pinkertonism but are inclined to suspect some of the Burlington strikers or sympathizers. The "Q" having lost from \$9,000,000 to \$12,000,000 during the past six months, and having in prospect far greater losses during the next six months, are trying to play the dynamite racket in the hope of securing sympathy, and thereby turn the tide of fortune. But the public have "caught on." The dynamite dodge don't scare any more. If a bomb was found, a Pinkerton placed it where it was found, and it was found at the right time, but it don't frighten worth a cent. No railroad man wants to blow up the C., B. & Q. with dynamite or any other explosive, it is going to the dogs fast enough to please the most enthusiastic striker.

Superintendent MacKenzie, of the Mexican Central concluded to import a Pinkerton detective and use him very much after the style the C., B. & Q. used the cutthroats to entrap engineers and firemen. But Mexico is not Chicago and the Pinkerton being caught in the trap he had set for others, was tried, convicted and sentenced to thirteen years imprisonment in the penitentiary in a penal settlement in Yucatan. MacKenzie sought to save the villain by exposing the plot but did not succeed. The Judge, turning to the Superintendent said: "If I were to do my whole duty I would arrest you on the spot and have you tried for participating in the conspiracy. I shall most certainly do so the next time you try anything of the kind." That is the way to talk and act. It is well for the C., B. & Q. that its lines are not in Mexico, if they were that penal colony in Yucatan would have a population boom of amazing proportions.

THE *Union Pacific Employé's Magazine* for August, referring to the C., B. & Q., says: There probably has never been an event in the history of the labor movement that has done more solid educational work. We are satisfied the *Magazine* is right in its estimate. "The strike has, as the *Magazine* remarks, brought the principles that are involved in the labor question out," and it is also true that "men are heard now talking of the needs of political action and the necessities of extending organization into federation for effective defense that never mentioned it before." And "thus," as the *Magazine* says is where the good will result far more than the mere victory over the "Q" company, for education will outlast victory or in addition, will help to other victories.

THE *St. Louis Post-Dispatch* pertinently inquires whether "a man can buy dynamite, and furnish it to others for criminal purposes, with entire impunity, simply because he happens to be in the pay of a detective agency? That is the case for the authorities of Illinois to determine, and if it is investigated with a purpose to punish the guilty, it is quite likely that some very important railroad officials will be seriously involved." And the *Pittsburg Dispatch* says, "men who violate law or indulge in conspiracies should be punished," there is no dispute about that. But it is getting to be a vital question whether men who urge and abet them in such conspiracies, up to a certain point, are not guilty also. Manifestly, they are guilty, guilty of a conspiracy to urge men to commit a crime, and the men who have others to engage in such crimes are also guilty, and the time is at hand when such questions will have a hearing.

WRECK and ruin on the C. B. & Q., is the ceaseless theme not only among railroad men but everywhere; in hotels where passengers are found, and on 'change where shippers congregate. Look at the list of disasters. July 5th one engine crippled and another dead. July 30th a collision on the Hannibal & St. Jo R. R. engineer and firemen badly scalded and passenger injured. July 31st engine 45 ran into rear end of freight train. Same date eight freight cars derailed and smashed. Same date, engine disabled by knocking out cylinder head. July 26th another engine crippled on account of the ignorance of a scab engineer, the engine having just come out of the shops. July 24th an engine, 123, hauled in with the whole front end stove in. July 25th another engine crippled. July 27th another engine, 418, was totally demoralized. August 3rd at Creston Iowa, the "Q" officials had to press in the wife of a scab engineer to take out engine 39; at the time the "Qs" engineer was in a park with disreputable women.

AN important Union meeting of engineers, firemen, brakemen and switchmen, to take into consideration certain questions relating to the welfare of the Brotherhoods named, was held in the city of St. Joseph, Mo., July 24th. One hundred and fifty-nine Lodges of the various orders were represented. The meeting was harmonious, and the deliberations indicated a purpose to stand by the men on the C., B. & Q. Among other resolutions the following were reported by the committee and unanimously passed:

Resolved, That in regard to the alleged dynamite plot, we denounce all unlawful acts, and that while we believe the accused innocent until proven guilty, yet should any members of our organization be proven guilty of the atrocities charged, we will not only promptly expel them, but be the first to demand their punishment.

Resolved, That we regard this as a conspiracy by the C., B. & Q. Company and the Pinkertons, to bring our Order into disrepute, and turn public opinion and sympathy against us; and we ask the public to withhold their decision until the case has been passed upon by a fair and impartial jury.

Resolved, That we, the engineers, firemen, switchmen and brakemen, represented in this meeting, heartily endorse the plan of federation, and ask our coming conventions to authorize immediate action on this subject.

Resolved, That each and every delegate at this Union meeting be instructed to use his every endeavor to have his Subordinate Division or Lodge take such action as will guarantee such financial support to our brothers now struggling for their legitimate rights, until such time as the several conventions shall convene, and shall incorporate in their constitutions such laws as shall thoroughly unite the several organizations.

WE desire to call the attention of all Subordinate Lodges to a crying evil that is doing incalculable mischief to the Order. In numerous instances absent members write to the Collectors of their Lodges and remit their dues and assessments, but fail to receive any receipt, or any letter of acknowledgment. Under such circumstances these neglected Brothers write to the Grand Lodge, but the Grand Lodge has necessarily, no information upon the subject, and can have none, except by a voluminous correspondence with the Lodge whose Collector has been shamefully derelict in his duties. It is easy to see the embarrassments which result from such negligence. At best delays in adjusting matters that should command the utmost promptness of action are inevitable. Members are often wrongfully dropped from the rolls, or becoming disgusted by disappointments in their expectations of replies to their letters from the Secretaries or Collectors of their Lodges, abandon the Order. We have just entered upon a new fiscal year and we indulge the hope that the Secretaries and Collectors of the Lodges will give this matter earnest consideration and apply the needed remedy, which is prompt replies to letters, particularly those which relate to the dues of members, and when money is received place it to the credit of the member, and at once forward a receipt for the same.

Resolutions.

DONALD, B. C., April 8, 1888.

At a regular meeting of Gold Range Lodge, No. 341, B. of L. F., the following resolutions were unanimously adopted:

WHEREAS, This Lodge has been the happy recipient of a beautiful altar cloth and banner, with the emblems of our Order worked in gold thereon, presented by Mrs. Geddes, mother of our worthy Past Master. And also a beautiful large Bible, presented by Bro. G. B. Govett. Therefore be it

Resolved, That with feelings of thankfulness and gratitude we accept the presents so generously offered in token of respect to our Order.

Resolved, That a copy of these resolutions be sent to Mrs. Geddes and the *Magazine* for publication.

T. B. CLENCH, }
A. B. SOMES, } *Committee.*
A. ILIFF, }

CARBONDALE, PA., May 22, 1888.

At a regular meeting held at the hall of Van Bergen Lodge, No. 62, B. L. F., the following preamble and resolutions were adopted:

WHEREAS, The members of this Lodge are called upon for the first time to drape their Lodge room in mourning, it having been the will of Divine Providence to call from our midst our beloved companion and brother, Walter Ward, and the Lord hath taken him away that we may realize in our bereavement the paramount duties of all flesh. That if so living that when our Heavenly Father calls us home we shall go in peace.

Resolved, That we condole with the relatives and friends of the deceased, and especially to the afflicted widow would we extend our heartfelt sympathy on this mournful occasion, assuring her that her husband was honored and esteemed as a brother by his fellow engineers and firemen.

Resolved, That as a token of respect for our deceased brother our hall and charter be draped in mourning for the space of thirty days.

Resolved, That a copy of these resolutions be presented to the family of the deceased; that they be inserted in the city papers and a copy sent to the *Firemen's Magazine*.

E. SMITH, }
A. BANKS, } *Committee.*
A. IHLEFELDT, }

WELLSVILLE, OHIO, May 20, 1888.

At a regular meeting of Alexia Lodge, the following resolutions expressive of our sorrow and regret at the death of our late esteemed brother, Charles Fry, were adopted:

WHEREAS, It has pleased the Grand Master of the Universe to call from labor to rest our beloved brother, Charles Fry, with that dreaded disease, consumption, at Cleveland, Ohio, on May 8, 1888, and

WHEREAS, It is befitting for us on this occasion to offer our tribute of respect to our departed brother, and words of condolence to his family, therefore, be it

Resolved, That while we bow in humble submission to the will of our Divine Master we none the less mourn the loss of our brother who has been called to join the unnumbered dead.

Resolved, That by the death of Brother Fry Alexia Lodge, No. 96, has lost a useful member and his grief-stricken wife a kind and loving husband.

Resolved, That we tender our heartfelt sympathy to the wife of our deceased brother in this her sad hour of bereavement, and commend her to Him who doeth all things well.

Resolved, That our charter be draped in mourning for the period of thirty days.

Resolved, That a copy of these resolutions be sent to the grief-stricken widow, and that a copy be sent to the *Locomotive Firemen's Magazine* for publication.

L. M. LOCKHART, }
G. G. HENDRICK, } *Committee.*
G. LEIBTAG, }

WINNEPEG, MANITOBA, May 3, 1888.

At a regular meeting of Northern Light Lodge, No. 127, B. of L. F., it was unanimously

Resolved, That a committee be appointed to convey to Miss Partington a vote of thanks for the photos of our late Bros. Hare and Burnham, surrounded by a handsome floral wreath, and enclosed in a beautiful carved and gilt frame to place in our Lodge room, which we appreciate very much. We desire to convey to the lady our sincere thanks, and hope the change she is about to make will be crowned with happiness, and that she may live to a good old age with lots of this world's blessings. It was also

Resolved, That a copy of this communication be sent to the *Magazine* for publication.

THOS. McSHANE, }
ARTHUR JOHNSTON, } *Committee.*
THOS. REECE, }

DENNISON, TEX., May 19, 1888.

At a regular meeting of Red River Lodge, No. 19, held May 19, 1888, the following resolutions were adopted:

WHEREAS, Death has taken away our beloved brother, W. P. Anderson, and

WHEREAS, Our Lodge has lost an honored member, the family a loving son and the community a faithful citizen, therefore be it

Resolved, That we extend our heartfelt sympathy to the bereaved family, and as slight token of respect to the departed brother drape our charter in mourning for a period of thirty days.

Resolved, That a copy of these resolutions be sent to the family, and a copy to the *Locomotive Firemen's Magazine*, and that they be recorded on the minutes of our Lodge.

OLIVER COX, }
C. E. ROYCE, } *Committee.*
D. T. REESE, }

MARSHALLTOWN, IOWA, May 13, 1888.

At a regular meeting of Guide Lodge, No. 125, B. of L. F., held May 13th, 1888, the following resolutions were unanimously adopted:

WHEREAS, The members of Guide Lodge, No. 125, were the recipients of a beautiful altar spread, worked in gold on blue plush, the initials of our motto and number of our Lodge, by Miss L. J. Crellin, of San Diego, Cal., sister of our worthy Magazine Agent. Therefore be it

Resolved, That we tender our sincere thanks to the above named Lodge for the pains she has taken in making such a beautiful and valuable present, which is duly appreciated by the members of this Lodge.

Resolved, That a copy of these resolutions be sent Miss Crellin, also to the *Firemen's Magazine* for publication, and that they be spread on the minutes of this meeting.

ALEX. THOMPSON, }
W. M. GALLUP, } *Committee.*
T. R. LONG, }

VINCENNES, IND., May 20, 1888.

At a regular meeting of Tried an True Lodge, No. 361, the following resolutions were adopted:

WHEREAS, As we have had favors extended to us by our General Superintendent, C. C. F. Bent, and the business firms of Tyler & Meeh and Beltman & Co., of the city of Seymour, therefore be it

Resolved, That our thanks are due and are hereby extended to the aforesaid parties.

Resolved, That the members of this Lodge do sincerely appreciate the earnest and friendly endeavors of Tyler & Meeh to help us in our noble mission, and that we recognize in them true friends of the B. of L. F. Be it further

Resolved, That we extend to the firm of Beltman & Co., our grateful thanks for their generous gift to our popular Receiver, H. Cadden.

Resolved, That a copy of these resolutions be sent to each of the aforesaid parties and published in the *Magazine*.

M. J. CUNNINGHAM, }
DAVID MOSES, } *Committee.*
JAMES HOGAN, }

WELLSVILLE, OHIO, May 20, 1888.

At a meeting of Alexia Lodge, No. 96, the following resolutions were adopted:

WHEREAS, It is with profound sorrow that we announce the untimely death of brother Abner A. Stillwell, who was called to cross the threshold of our Sovereign Master on May 6, by the overturning of his engine, and

WHEREAS, It has pleased the Almighty Ruler of the Universe to remove from our midst our beloved and respected brother, A. A. Stillwell, therefore, be it

Resolved, That by his death the Brotherhood of Locomotive Firemen has lost a true and earnest advocate, whose many virtues we all admire, and his wife and child, a loving and faithful husband and father.

Resolved, That we extend to his wife and family our sincere sympathy, knowing how inadequate are words to lessen the sorrow of the heart, but earnestly wishing it were in our power to allay the grief and anguish of those deeply grieved. And be it further

Resolved, That as a token of respect and esteem for our departed brother, our charter be draped in mourning for thirty days, and that these resolutions be published in our *Magazine*, and that a copy be sent to the bereaved family.

L. M. LOCKHART,
G. G. HEADRICK, } Committee.
G. LEIBTAG,

Acknowledgments.

DELAWARE, O., May 13, 1888.

Editor *Magazine*:

Please accept my thanks for the prompt payment of \$1,500, the sum due me by the policy held by my son Henry, a member of your grand Order.

I wish to thank the members of the Brotherhood and the members of Lodge No. 230, for the kindness shown during his sickness. I also wish success to your noble Order.

Yours truly,
JOHN KANE.

PHILADELPHIA, PA., May 7, 1888.

Mr. W. H. Guthrie, Secretary Enterprise Lodge:

DEAR SIR:—Please express to the Order my sincere thanks for the prompt adjustment of claim No. 167, a draft for \$1,500 in settlement of the above claim having this day been received. With my best wishes for the continued success of the Order, I remain,

Faithfully Yours,
W. H. H. NEVILLS.

SUSQUEHANNA, PA., May 1, 1888.

To the Officers and Members of Keystone Lodge No. 208, B. O. L. F.:

GENTLEMEN:—I desire to return thanks for your kindness and sympathy as shown at the death of my husband, Charles D. Fox. I also desire to acknowledge receipt of draft for fifteen hundred dollars. The Brotherhood will always have my most sincere wishes for its prosperity.

Yours truly,
MRS. ANNA FOX

ZONETON, BULLITT CO., KY., June 10, 1888.

To the Officers and Members of the B. of L. F.:

GENTLEMEN:—I have just received through Mr. J. J. Dawson, a draft for fifteen hundred dollars (\$1,500) on the policy held by my son, James C. Queen. Please accept my heartfelt thanks for the prompt adjustment of the claim. May God bless your noble Order and let it continue to be a blessing it now is. I sincerely thank the members of Fall City Lodge, No. 103 for their great kindness to my poor boy, and their sympathy to me in my great sorrow. My prayer is that they all be saved from so sudden and terrible a death, but when they are called, one by one, may they all meet around the throne of God.

Sincerely,
MRS. JENNIE QUEEN.

SOUTH OVINGTON, ME., June 6, 1888.

To the Brotherhood of Locomotive Firemen:

DEAR SIR:—I received the draft for \$1,500 some few days ago, for which please accept my most sincere thanks.

Respectfully yours,
MRS. WM. G. PENNEY.

DELPHOS, OHIO, May 5, 1888.

To the Brotherhood of Locomotive Firemen:

DEAR SIR AND BROTHERS:—Please accept my sincere thanks for a draft for \$1,500 due me on my disability claim, which was presented to me by Bro. A. T. Hagarth, Receiver of Lodge, No. 185. Hoping that the Brotherhood may always prosper I remain,

Yours fraternally
J. H. KUHN.

DANVILLE, ILL., April 25, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR BROTHERS:—Allow me through the columns of the *Magazine* to express my gratitude toward the Order for a draft of \$1,500 due me as a disability claim. I sincerely thank those who rendered me assistance during my recent illness. May success crown the efforts of the Grand Officers. May He who watches over us protect the members of the B. of L. F., is the wish of your disabled brother,

P. J. MCCARTY.

STELLARTON, May 24, 1888.

To the Brotherhood of Locomotive Firemen:

I desire to express my gratitude and thanks to the brethren of your excellent Order for the prompt payment of the endowment of \$1,500 on my beloved husband, Alexander D. Murray, and also for the many acts of attention and kindness shown to him and me during his severe suffering. May God in His goodness and mercy prosper your Order, and be the protection of its members is the earnest prayer of his widow.

ANNIE BELLE MURRAY.

ALBANY, N. Y., May 18, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—It is with sincere thanks that I acknowledge the receipt of a draft for the insurance held by my son, Wm. J. Horth. It was presented to me by the Receiver, Geo. M. Jeffers, who is so prompt in his duties as an officer. And many heartfelt thanks to Albany City Lodge, No. 230, for their many acts of kindness to their young brother, and to me, in my time of affliction and sorrow. May God bless the Order, and the band of noble-hearted men that sustain it, is my prayer.

WM. F. HORTH.

MCGREGOR, IA., March 28, 1888.

To Key City Lodge, No. 106, B. of L. F.:

GENTLEMEN:—It is with a heart full of gratitude that I thank your noble Brotherhood for what it has done for me and my dead. No human heart can tell, but those who have realized it in full the awful agony of a wife's heart when her all is brought home silent and still. But, thanks be to God for such an Order, that when clouds hover o'er us, and the storms of life overtake us, we can find true friendship, true manhood in the B. of L. F. Again let me thank your Brotherhood for the prompt payment of fifteen hundred dollars, the insurance policy held by my husband, which I received from Jno. P. Sunday, Receiver of Bay City Lodge, No. 106. I also wish to thank Guard Rail Lodge No. 108, for their kindness, for their gift of beautiful flowers, and the feelings of sympathy shown me in my hour of trial. God bless you, brave boys, for what you have done and are doing every day. May He who rules the universe shield and protect you from harm, and when the roll is called above may you all answer "Here" and be one unbroken band. Is the sincere wish of

MRS. W. G. RICHMOND,

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

SEPTEMBER, 1888.



OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., September 1, 1888.

Assessment Notice for September. ASSESSMENT NO. 25, \$1.00.

To Subordinate Lodges.

DEAR SIRS AND BROTHERS: You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 254. W. R. Thompson, of Cactus Lodge, No. 94, died of Measles, April 13, 1888.

CLAIM No. 257. H. S. Haskell, of Marble City Lodge, No. 353, was killed by Railroad Accident, May 31, 1888.

CLAIM No. 258. U. S. G. Hill, of Tried and True Lodge, No. 361, was killed by Railroad Accident, July 2, 1888.

CLAIM No. 259. T. H. Cosford, of Wellington Lodge, No. 181, was declared totally disabled with Hernia, July 15, 1888.

CLAIM No. 260. J. F. Belcour, of Industrial Lodge, No. 21, was killed by Railroad Accident, July 18, 1888.

CLAIM No. 261. J. Roseberry, of Excelsior Lodge, No. 11, was declared totally disabled with Tumor and Scrofula, July 28, 1888.

CLAIM No. 262. S. St. J. Camp, of Adopted Daughter Lodge, No. 3, died of Typho-Malarial Fever, July 29, 1888.

CLAIM No. 263. Wm. J. Foley, of Blooming Lodge, No. 40, died of Consumption, August 3, 1888.

CLAIM No. 264. Wm. Flannigan, of Island City Lodge, No. 69, was declared totally disabled with Consumption, August 16, 1888.

CLAIM No. 265. J. C. Martin, of Cold Springs Lodge, No. 300, was declared totally disabled with Partial Paralysis, August 20, 1888.

An assessment of One Dollar has been levied upon Claim No. 265, and all members who were admitted on or before August 20, 1888, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before Sep-

tember 25th, 1888, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF THE GRAND LODGE,
TERRE HAUTE, IND., September 1, 1888.

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—Your attention is called to the following notices:

TO ALL LODGE OFFICERS.

Examine the names and addresses of your officers in this issue of the *Magazine*. If any correction, alteration or other change is to be made, notify the Grand Secretary at once. This is necessary to insure the safe delivery of the mail.

RECEIPTS.

A member to be in good standing to date must hold a receipt for his *Grand Dues* for the year ending July 31st, 1889; also for *Subordinate Dues* for the quarter ending October 31st, 1888; also for *Assessments* Nos. 23 and 24, (for August); also for *Special Assessments* to and including No. 14. Any member not holding these receipts stands suspended from all the benefits of the Order, and can only be reinstated by a vote of his Lodge. Examine your receipts and see that you have them correct.

TO DELEGATES.

A credential and circular has been forwarded for you in care of the Secretary of your Lodge. The credential is to be filled out, sealed and signed by the Master and Secretary and then delivered to you, together with the circular above alluded to, which gives full instructions in regard to the arrangements that have been made for transportation, hotels, etc. If you have not received your credential and circular you should apply to the Secretary for same without delay.

TO RECEIVERS.

Receivers in remitting money for the *Magazine*, should invariably specify in their statements to what volume the money is to be credited. Without this specification confusion is inevitable.

Receivers frequently send money by express without any instructions as to how it shall be applied. This is a serious oversight and is fruitful of great annoyance. No remittance should be made by Receivers for any purpose except when they make their regular monthly returns, and the remittance should be invariably accompanied by the regular monthly statement, as provided by law.

Receivers sending money, paper and coin to the Grand Lodge, sometimes make mistakes regarding the amount, the money being less than the statement calls for. It is unnecessary to say that such things are embarrassing, and to avoid such errors in future, Receivers who remit by express, should send their money by express order. An express order can be purchased at any express office, it is more convenient to all parties, and in case of error, the order will show for itself and there can be no misunderstanding. Let all moneys to be sent hereafter be made by express order, instead of sending the paper and coin.

Yours fraternally,
F. P. SARGENT, G. M.

E. V. DEBS, G. S. and T.

Unknown Addresses.

E. E. DEARNIN.—Any one knowing the whereabouts of E. E. Dearnin will please communicate with E. C. Dearnin, 79 West Ohio street, Indianapolis, Ind. When last heard from he was at Topeka, Kansas, on the Santa Fe R. R.

ALBERT WARD, of Queen City Lodge, No. 282, is requested to correspond with the Secretary of his Lodge.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., August 1, 1888.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending July 31, 1888:

RECEIPTS.

Lodge No.	Back Asses'm't	Asses'm't No. 20.	TOTAL
1			
2			
3	\$36 00	\$103 00	\$139 00
4	22 00	83 00	105 00
5	3 00	90 00	93 00
6			
7			
8			
9			
10	6 00	64 00	70 00
11	2 00	100 00	102 00
12	35 00	201 00	236 00
13		95 00	95 00
14			
15		42 00	42 00
16		130 00	130 00
17			
18	18 00	56 00	69 00
19			
20			
21			
22	3 00	21 00	24 00
23	6 00	48 00	54 00
24		36 00	36 00
25	8 00	54 00	62 00
26	5 00	70 00	75 00
27		85 00	85 00
28	11 00	63 00	74 00
29	3 00	32 00	35 00
30			
31			
32	2 00	27 00	29 00
33			
34	44 00		44 00
35			
36	16 00	44 00	60 00
37	6 00	38 00	44 00
38		66 00	66 00
39			
40	2 00	64 00	66 00
41		25 00	25 00
42		28 00	28 00
43			
44			
45	12 00	60 00	72 00
46			
47	87 00	82 00	169 00
48		64 00	64 00
49		42 00	42 00
50			
51			
52	3 00	89 00	92 00
53	8 00	24 00	32 00
54	3 00	88 00	91 00
55	2 00	25 00	27 00
56			
57			
58			
59	35 00	65 00	100 00
60			
61	1 00	62 00	63 00
62	1 00	50 00	51 00
63			
64		15 00	15 00
65	54 00		54 00
66			
67	6 00	105 00	111 00
68	4 00	53 00	57 00
69		8 00	8 00
70	5 00	28 00	33 00

Beneficiary Statement—Continued.

Lodge No.	Back Asses'm't	Asses'm't No. 20.	TOTAL
141			
142			
143	\$1 00	\$14 00	\$15 00
144			
145			
146			
147		48 00	48 00
148			
149			
150	2 00	53 00	55 00
151		57 00	57 00
152	14 00	41 00	55 00
153	33 00	28 00	61 00
154			
155			
156	6 00	39 00	45 00
157			
158	11 00	71 00	82 00
159			
160	3 00	38 00	41 00
161	13 00	37 00	50 00
162	3 00	92 00	95 00
163			
164	1 00	41 00	42 00
165	1 00	44 00	45 00
166	58 00	51 00	109 00
167	6 00	84 00	90 00
168			
169	2 00	125 00	127 00
170			
171	1 00	26 00	27 00
172			
173	43 00	48 00	86 00
174			
175			
176		14 00	14 00
177	2 00	40 00	42 00
178	11 00	52 00	63 00
179	34 00	64 00	98 00
180			
181			
182			
183		31 00	31 00
184	1 00	18 00	19 00
185			
186	8 00	46 00	54 00
187	14 00	14 00	28 00
188	8 00	72 00	80 00
189			
190	4 00	20 00	24 00
191	6 00	24 00	30 00
192			
193	2 00	20 00	22 00
194	30 00	30 00	60 00
195		33 00	33 00
196	7 00	20 00	27 00
197			
198	11 00	16 00	27 00
199			
200	3 00	10 00	13 00
201	4 00	39 00	43 00
202			
203	5 00	47 00	52 00
204	6 00	6 00	12 00
205			
206			
207			
208	48 00	48 00	96 00
209	22 00	22 00	44 00
210	43 00	43 00	86 00
211	4 00	54 00	58 00
212	26 00	26 00	52 00
213	10 00	26 00	36 00
214			
215	3 00	54 00	57 00
216			
217			
218			
219	2 00	40 00	42 00
220	3 00	43 00	46 00
221			
222			
223			
224			
225	21 00		21 00
226			
227	1 00		1 00
228			
229	1 00		1 00
230	2 00		2 00
231	38 00		38 00
232	6 00		6 00
233			
234	20 00		20 00
235			
236			
237	5 00		5 00
238			
239	2 00		2 00
240			
241			
242	1 00		1 00
243			
244	12 00		12 00
245			
246			
247	13 00		13 00
248	5 00		5 00
249			
250	3 00		3 00
251			
252			
253	2 00		2 00
254	1 00		1 00
255	5 00		5 00
256			
257			
258			
259	8 00		8 00
260			
261			
262			
263	2 00		2 00
264	2 00		2 00
265	3 00		3 00
266	7 00		7 00
267	15 00		15 00
268			
269			
270			
271			
272			
273			
274	11 00		11 00
275	37 00		37 00
276	1 00		1 00
277	4 00		4 00
278	26 00		26 00
279			
280	2 00		2 00
281			
282			
283			
284	3 00		3 00
285	6 00		6 00
286	77 00		77 00
287			
288			
289	17 00		17 00
290			
291	22 00		22 00
292			
293			
294	2 00		2 00
295			
296			
297			
298	3 00		3 00
299	3 00		3 00
300			

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 20.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 20.	TOTAL.
301		\$28 00	\$28 00	342	\$18 00		\$18 00
302	\$1 00	19 00	20 00	343		88 00	8 00
303				344	1 00	16 00	17 00
304				345			
305		13 00	13 00	346		15 00	15 00
306		55 00	55 00	347		11 00	11 00
307	3 00	29 00	32 00	348		17 00	17 00
308		17 00	17 00	349	18 00	42 00	60 00
309		24 00	24 00	350		22 00	22 00
310		30 00	30 00	351		14 00	14 00
311		23 00	23 00	352	1 00	32 00	33 00
312	3 00	31 00	34 00	353		24 00	24 00
313	1 00	28 00	29 00	354	1 00	61 00	62 00
314				355	5 00	14 00	19 00
315		45 00	45 00	356	5 00	31 00	36 00
316	15 00	40 00	55 00	357		45 00	45 00
317		59 00	59 00	358			
318	16 00		16 00	359		18 00	18 00
319	35 00		35 00	360	1 00	27 00	28 00
320				361			
321	14 00		14 00	362	3 00	21 00	24 00
322	4 00	24 00	28 00	363			
323				364			
324	2 00	7 00	9 00	365		27 00	27 00
325		14 00	14 00	366	4 00	11 00	15 00
326	6 00	30 00	36 00	367		12 00	12 00
327				368		16 00	16 00
328	11 00	43 00	54 00	369	2 00	26 00	28 00
329		16 00	16 00	370			
330	3 00	14 00	17 00	371	1 00	17 00	18 00
331		31 00	31 00	372	3 00	15 00	18 00
332	2 00	16 00	18 00	373			
333	3 00	76 00	79 00	374	1 00	8 00	9 00
334				375	1 00	16 00	17 00
335	7 00	29 00	36 00	376		29 00	29 00
336				377	8 00	22 00	25 00
337		50 00	50 00	378			
338		18 00	18 00	379	5 00	23 00	28 00
339	1 00	27 00	28 00	380			
340				381			
341	7 00	22 00	29 00	382			

Balance on hand July 1 \$12,830 00
 Received during month 12,379 00

Total \$25,209 00
 By Claims 220, 221, 222, 223, 224, 225, 226, and 227 \$12,000 00

Balance on hand August 1 \$13,209 00
 Respectfully submitted,
 EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT Grand Master
 Terre Haute, Indiana.
 J. J. HANNAHAN Vice Grand Master
 Box 655, Englewood, Ill.
 E. V. DEBS Grand Secretary and Treasurer
 Terre Haute, Indiana.
 E. V. DEBS Editor and Manager of Magazine
 Terre Haute, Indiana.
 BOARD OF GRAND TRUSTEES.
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 W. H. McDONNELL 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

- 1. DEER PARK; Port Jervis, N. Y.**
 Meets in Union Hall at 2 P. M. every Sunday.
 James Fordyce, Box 386 Master
 Wm. Uhlan Secretary
 Wm. Van Dine Collector
 Chas. E. Barkman, Box 26 Receiver
 S. H. Ferguson, Box 386 Magazine Agent
- 2. HAND IN HAND; Providence, R. I.**
 Meets 2d Monday of each month, at 8:30 P. M., in Engineers' Hall.
 C. Anthony Taft, 326 Chalkstone ave. Master
 Jas. W. Healy, 68 Lippitt St Secretary
 Willis A. Aldrich, 271 Smith St Collector
 J. W. Williams, 314 N Main st Receiver
 Chas. E. Harmon, East Providence, R. I. Magazine Agent
- 3. ADOPTED DAUGHTER; Jersey City, N. J.**
 Meets 2d and 4th Sundays in bank building, Cor. Washington and Plymouth Sts.
 C. W. Martin, 467 Gene st Master
 D. W. J. Mahoney, 243 Second St Secretary
 J. B. Sweet, 126 Academy St Collector
 C. E. Benter, 1030 Herkimer St., Brooklyn, New York Receiver
 S. Simpson, 572 Jersey Ave. Magazine Agent
- 4. GREAT EASTERN; Portland, Maine.**
 Meets in B. of L. E. Hall, 1st and 3d Sundays.
 F. O. Mitchell, 12 Mountfort St Master
 C. D. Getchell, 9 Brattle St Secretary
 A. E. Dennison, 23 Merrill St Collector
 F. A. Huff, 47 Hanover St Receiver
 F. E. Pottle, 97 Inda st Mag. Agent
- 5. CHARITY; St. Thomas, Ontario.**
 Meets in Engineer's Hall every Tuesday at 2 P. M.
 L. D. Nortor, Box 1243 Master
 Wm. Deyell, Box 1243 Secretary
 E. Meadows, Box 1243 Collector
 Frank Turrill, Box 1243 Receiver
 Wm. Deyell, Box 1278 Magazine Agent
- 6. PRIDE OF THE WEST; De Soto, Mo.**
 Meets 1st and 3d Mondays at 1 P. M.
 J. Christofel, L Box 196 Master
 Alex Williams, L Box 212 Secretary
 R. H. Lanham, Box 403 Collector
 F. W. Gratiot, 298 Receiver
 Wm. Ross Magazine Agent
- 7. POTOMAC; Washington, D. C.**
 Meets 2nd and 4th Sundays in Monumental Building, Pennsylvania avenue, northwest, Bet. 1st and 2d streets.
 A. J. Williams, 327 C. St., S. W. Master
 Louis M. Steese, 619 Maryland ave., S. W. Secretary
 J. B. Murphy, 499 K at S. W. Collector
 James E. Johnson, 627 Virginia ave., S. W. Receiver
 Jos. M. Harmon, 1417 Maryland Ave., Baltimore, Md. Mag. Agent
- 8. RED RIVER; Denison City, Texas.**
 Meets every Saturday at 7 P. M., in I. O. O. F. Hall, Main st.
 C. W. Jeffries, 700 Houston ave Master
 R. E. Sherrill, 717 Nelson St Secretary
 T. W. Weaver, 700 W Munson st Collector
 J. J. Crofton, 308 Houston ave Receiver
 Chas. W. Jeffries Magazine Agent
- 9. FRANKLIN; Columbus, Ohio.**
 Meets at 64½ N. High St., first Monday and third Tuesday evenings.
 F. W. Arnold, 644 E. Main St Master
 C. C. Colt, 996 Pennsylvania Ave Secretary
 N. T. Beynon, 97 St. Clair St Collector
 F. J. Kistler, 212, 214 South High St Receiver
 Leonard Lawrence, 889 Curtis Ave Mag. Agent

10. FOREST CITY; Cleveland, Ohio.

Meets 2d and 4th Tuesdays at 7 P. M., in Odd Fellows Hall, 52 Public Square.
 Jas. F. Tonsley, 24 Alford St., S. E. Master
 A. G. Laubscher, Seward St., West Secretary
 Cleveland
 T. K. Curtis, 41 West Madison St. Collector
 John Crouse, 81 Penn St. Receiver
 A. G. Laubscher, Seward St., West Mag. Agent
 Cleveland

11. EXCELSIOR; Phillipsburg, N. J.

Meets 2d and 4th Sundays in Grimers Hall.
 Frank N. Caffey Master
 C. A. Stevenson, Box 106 Secretary
 J. W. Sinclair, L. Box 96 Collector
 Elvin Teal Receiver
 A. L. Vandegrift Mag. Agent

12. BUFFALO; Buffalo, N. Y.

Meets every Tuesday at 8 P. M. at 198 Seneca St.
 J. J. Knauff, 228 Fifth St. Master
 Wm. J. Bruman, 395 Swan St. Secretary
 W. J. Minor, 507 Eagle St. Collector
 P. J. McNamara, 178 Miami St. Receiver
 A. S. Bickley, 367 Myrtle St. Mag. Agent

13. WASHINGTON; Jersey City, N. J.

Meets 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M. Cor. Maple St. and Pacific Ave.
 G. E. Hull, cor. Holliday & Lafayette sts. Master
 Henry Kline, 141 Maple St. Secretary
 Arthur Bogart, 180 Whiton St. Collector
 P. C. Quick, Somerville, N. J. Receiver
 D. M. Blake, 254 Communipaw Ave., Mag. Agent

14. EUREKA; Indianapolis, Ind.

Meets every Tuesday at 8 P. M. at 34 W. Washington St., fourth floor.
 Geo. P. Kern, I. D. & W. Shops Master
 Wm. F. Smith, 680 E. Washington St. Secretary
 E. J. Kline, 635 North West St. Collector
 Wm. J. Hugo, 45 Ruckie St. Receiver
 H. Zink, 163 So. East St. Mag. Agent

15. ST. LAWRENCE; Montreal, Canada.

Meet in St. Charles Club Room, Point St. Charles.
 James Murphy, 455 Wellington St., Point St. Charles, Montreal Master
 James Ashcroft, 114 Congregation St., Point St. Charles, Montreal Secretary
 W. F. Stocker, 127 1/2 Bourgeois St., Point St. Charles, Montreal Collector
 H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
 H. J. Clarke, 154 Charron St., Point St. Charles, Montreal, Canada Mag. Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Mondays at 7:30 P. M.
 E. V. Debs Master
 J. F. O'Reilly, 431 N. 4th St. Secretary
 Henry Balersdorf, 203 N. 12th St. Collector
 C. A. Bennett, 1004 N. 9th St. Receiver
 E. W. Bundy, 702 N. 14 1/2 St. Mag. Agent

17. PINE RIDGE; Chadron, Neb.

Meets 1st and 3d Sundays, at Masonic Hall.
 J. H. Royer, L. Box 307 Master
 L. V. Bowman Secretary
 E. M. Wiles, L. Box 321 Collector
 Rufus E. Chandler, L. Box 315 Receiver
 J. H. Butler, Long Pine, Neb. Mag. Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall 1st and 3d Sunday nights.
 E. M. Mattice Master
 J. W. Dowdy, Box 176 Secretary
 Albert Disney, Box 19 Collector
 Geo. W. Michel, Box 145 Receiver
 Albert Disney, Box 19 Mag. Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets every Friday at 7:30 P. M.
 J. B. Cunningham, Box 8 Master
 W. J. Patten, Box 8 Secretary
 H. E. Huston, Box 8 Collector
 J. S. Raitt, Box 8 Receiver
 H. L. Huston Mag. Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:15 P. M.
 Ed. Cahow Master
 Geo. C. Wells, Box 117 Secretary
 Geo. Morse Collector
 A. H. Copeland Receiver
 K. L. Fick Mag. Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets 2d and 4th Tuesdays at 8 P. M., at 902 So. 4th St.
 Phil. C. Snyder, 1717 Gratiot St. Master
 D. C. McClintock, 2016 Gratiot St. Secretary
 E. F. Paul, 7205 S. Blvay St. Collector
 Wm. C. Linek, 1423 Dodder St. Receiver
 Eli Giclas, 944 Chouteau Ave. Mag. Agent

22. CENTRAL; Urbana, Ill.

Meet in I. O. O. F. Hall 2d and 4th Sundays.
 Dan. O'Connor Master
 F. A. Bonner Secretary
 Alex. McLennan Collector
 L. Sullivan, 882 W. Washington St., Indianapolis, Ind. Receiver
 George Brash Mag. Agent

23. PHOENIX; Brookfield, Mo.

Meets 2d and 4th Mondays, over Wheeler's bank.
 Chas. McKay Master
 J. S. Ott, Box 381 Secretary
 H. A. Dick Collector
 J. S. Ott, Box 381 Receiver
 Wm. P. Stevens Mag. Agent

24. GREAT WESTERN; Parsons, Kansas.

Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
 J. E. Powell, L. Box 144 Master
 F. E. Green, Box 413 Secretary
 Chas. W. Maier, Box 514 Collector
 J. E. Powell, L. Box 144 Receiver
 J. W. Terrell, Box 322 Mag. Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.
 Aaron Starks, Box 349 Master
 Ed. C. Brownson, Box 84 Secretary
 James F. Bills Collector
 Simon Rogers Receiver
 Wm. J. Webster Mag. Agent

26. ALPHA; Baraboo, Wis.

Meets 2d and 4th Mondays in B. L. E. Hall.
 Wm. H. Pobjoy Master
 Thomas Williams Secretary
 Wm. H. Pobjoy Collector
 Frank R. Melcher Receiver
 Chas. A. Rich Mag. Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets 2d Sunday at 2:30 P. M. and 4th Mondays at 7:30 P. M. at Room 13 O'Hara's Block.
 F. McArdle, 388 B Ave., west Master
 J. E. Collins, B. C. R. & N. R'd House Secretary
 J. L. Jennings, 328 G Ave., W. Collector
 C. B. Everett, 46 A avenue Receiver
 J. H. McKenzie, 172 B Ave Mag. Agent

28. ELKHORN; North Platte, Neb.

Meets every Wednesday at 7:30 P. M.
 Thos. Burney, L. Box 2-5 Master
 Reed M. Hindman, L. Box 322 Secretary
 John T. Stuart, L. Box 367 Collector
 Frank D. Winn, L. Box 232 Receiver
 B. H. Stumson Box 15 Mag. Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evening of each month
Cor. Second and Main Sts.
Chas. S. Holman Master
J. H. Fulton, Box 706 Secretary
Max Newbourn Collector
J. H. Fulton, Box 706 Receiver
Stephen A. Trine Mag. Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meet in Black Hawk Hall, Lafayette St. and E
Waterloo, 1st and 3d Sundays at 2 P. M.
E. T. Gregory, 514 Saxon St. Master
R. A. Corson, Box 1154 Secretary
H. P. Esty Collector
R. A. Corson, Box 1154 Receiver
F. Fern, care J. C. R. E. shop Magazine Agent

31. E. B. CENTRE; Atchison, Kansas.

Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d
and Commercial St.
H. L. Clark Master
C. H. Norris, 901 Commercial St. Secretary
Chas. Bennington Collector
John O'Connor, 1303 Main St. Receiver
C. H. Norris, 901 Commercial St. Mag. Agent

32. BORDER; Elia, Kansas.

Meets Tuesday evenings at 7:30 in I. O. O. F. Hall
Geo. M. McClure, Box 205 Master
Gustave Ebeling Secretary
A. M. Petrie, Box 108 Collector
T. J. Welsh, Box 107 Receiver
Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st
and 3d Mondays at 2 P. M., and 2d and 4th
Mondays at 7 P. M.
R. N. Rugg Master
Thomas Griffin, Box 145 Secretary
Wm. Eckermen Collector
F. White Receiver
F. J. Fischer Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets 1st and 3d Sundays at 2:30 P. M. in Engi-
neer's Hall, Fourth St.
E. M. Hodge, 608 7th Ave. Master
Wm. Andrews, 502 N. Fourth St. Secretary
F. A. Kinch, 522 Seventh Ave. Collector
Thrs. Bulen, 619 Sixth Ave. Receiver
Joseph F. Butler, 1705 S. 5th St. Mag. Agent

35. AMBOY; Amboy, Ill.

James Lavell Master
Thomas Monahan, Box 458 Secretary
Jas. Bersley Collector
Thomas Monahan, Box 458 Receiver
Jas. P. Duggan Magazine Agent

36. TIPPECANOE; Lafayette, Ind.

Meets in Red Men's Hall at 2 P. M. Sundays
J. E. Crusey, 183 N. 6th St. Master
G. H. Newburg, 189 N. Sixth St. Secretary
Geo. E. Smith, Columbia street Reel
House, bet. 5th and 6th Collector
W. R. Johnson, 110 S. 4th St. Receiver
M. S. Hewes, 82 Smith St. Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets every Sunday at 2 P. M.
H. G. Cormick, Box 151 Master
W. D. Holton, Box 244 Secretary
W. D. Holton, Box 244 Collector
C. W. Styles Receiver
T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets 1st and 3d Sundays at 2 P. M.
James Harvey, Box 318 Master
J. T. Burke, Box 318 Secretary
Wm. O'Brien, Box 318 Collector
G. Nurey, Box 318 Receiver
Eugene A. Ball Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets 2d and 4th Sundays at 2 P. M., in Red
Men's Hall.
Geo. H. Hinkley Master
James Maroney Secretary
John O. Boyle Collector
Geo. H. Hinkley Receiver
Carl Boltz, 3031 Fifth Ave. Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets 910 W. Chestnut st., Tuesdays, at 7:30 P. M.
John Clark, 720 W. Chestnut at Master
P. L. Utler, 707 W. Locust at Secretary
Geo. Meade, 1118 W. Chestnut St. Collector
Sames Hill, 1206 N. Lee st. Receiver
Ed. J. Spreen, 608 N. Mason St., Magazine Agent

41. ONWARD; Dickinson, Dakota.

Meets every Thursday at 7:30 P. M., in Odd Fel-
low's Hall.
W. F. Cunningham, L. Box 215 Master
O. A. Dosskey, Box 17 Secretary
O. A. Dosskey, Box 17 Collector
Joe Crosthwaite Receiver
E. E. Hagan Magazine Agent

42. ELMO; Madison, Wis.

Meets in Good Templars Hall 2d and 4th Sundays.
Alfred Tyler, 312 Lake St. Master
John Cashen, cor Clymer & Broom st. Secretary
Jno. Harrington, 520 W. Main St. Collector
Alfred Tyler, 312 Lake St. Receiver
Alfred Tyler, 312 Lake St. Mag. Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets 1st and 3d Thursdays at I. O. O. F. Hall, 10
Pacific St.
F. O. Porter, N. E. Cor. Thirteenth and
Penn. Sts. Master
Jas. Hyndman, 2216 S. Sixth St. Secretary
Jas. Hyndman, 2216 S. Sixth St. Collector
W. E. Sullivan, 2216 S. Sixth St. Receiver
C. D. Porter, 2324 S. 6th St., St. Joseph,
Mo. Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets alternate Tuesdays, at 7:30 P. M. in Jack-
ieoch Hall on Missouri and Main sts.
T. J. Hayes, Box 375 Master
C. E. Long, Box 354 Secretary
John U. Roy Collector
Thos. Halpin Receiver
T. J. Hayes, Box 375 Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
Jept Stout, 808 W. Fifth St. Master
Ed Chamberlain, 815 North St. Secretary
Thos. A. Howell, 1415 W. 4th St. Collector
George Emery, 802 No th St. Receiver
Ed Chamberlain, 815 Water St. Mag. Agent

46. CAPITAL; Springfield, Ill.

Meets at Engineers' Hall, 217 South 5th st, 1st
and 3d Sundays at 2 P. M.
A. D. Hensley, 911 E. Reservoir st. Master
E. W. Rowland, 427 S. Ninth at Secretary
W. C. Lowan, 1331 E. Cook st. Collector
James Allen, South 11th st. Receiver
E. W. Rowland, 602 S. Seventh St. Mag. Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. cor. State and
18th sts. 1st Monday evening and 3d Sunday
afternoons.
Thos. S. Deegan, 298 E. 22d St. Master
Harry Schilling, 3247 Dearborn St. Secretary
Harry Schilling, 3247 Dearborn St. Collector
Peter Schlax, 1702 Wabash Ave. Receiver
Martin Creighton, 1438 Indiana Ave. Mag. Agent

43. **W. F. HYNES; Peoria, Ill.**
Meets in G. A. R. Hall 1st Saturday at 7:30 P. M.,
and 3d Sunday at 2 P. M.
G. C. Watt, 617 1st st Master
J. V. Johnson, 412 Spencer St Secretary
W. A. McMillan, 206 State St Collector
G. C. Watt, 617 1st st Receiver
Jas. E. Dillon, 508 Frink St Magazine Agent
49. **J. M. RAYMOND; Decatur, Ill.**
Meets 2d and 4th Sundays at 3 P. M., in Engineer's Hall, E. Eldorado St.
Chas. Hockery, 1113 N Calhoun st Master
Geo. Homer, 1021, E Cerro Gordo st Secretary
Wm. Murphy, 921 E Eldorado st Collector
A. H. Sutton, 975 N. Water St Receiver
Wm. Langelt, 903 N. Morgan st. Magazine Agent
50. **GARDEN CITY; Chicago, Ill.**
Meets 1st and 3d Saturdays at 7:30 P. M.
J. J. Coffey, S. W. cor. School & Dunkin
Park, Town of Lake, Ill Master
John O. Grady, 4830 Butterfield st Secretary
C. D. Dickerman, 5142 Dearborn st Collector
A. T. Goldie, 5136 Butterfield St Receiver
G. W. Brislen, 4700 Wabash Ave. Mag. Agent
51. **FRISCO; North Springfield, Mo**
Meets 2d and 4th Saturdays of each month at
7:30 P. M. in Masonic Hall.
E. R. Harlan Master
Michael Gaffney, Box 277 Secretary
George Hasler Collector
C. H. Swingler Receiver
Chas. Schuler Mag. Agent
52. **GOOD WILL; Logansport, Ind.**
Meets every Sundays at 2 P. M., Cor. Fourth and
Market Sts.
Chas. Truman, 1318 Spear st Master
W. A. McDonald, 1216 Smead St Secretary
T. M. Wilt, 822 Fifteenth St Collector
M. W. Jamison, Market and Fourth sts., Receiver
J. A. Holland, corner George and 15th
Sts Magazine Agent
53. **EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays of each month at A.
O. U. W. Hall, cor. Fifth and Conn sts.
John C. Hampson Master
Louis D. Brignam Secretary
John McGaha Collector
John Turnpugh, 2 Pine St Receiver
W. R. Samuels, 524 Rural St Mag. Agent
54. **ANCHOR; Moberly, Mo.**
Meet Tuesdays at 7 P. M. in Supplies Bros. Hall.
J. Robertson Master
L. H. Kettler, Box 118 Secretary
M. Sullivan Collector
L. B. Chamberlain Receiver
J. S. Hannah, Box 1574 Mag. Agent
55. **BLUFF CITY; Memphis, Tenn.**
Meets 2d and 4th Thursday evenings, at No. 16
Johnson Ave.
Jacob Fuches, L. & N. Shops Master
Jacob Wagner, L. & N. Shops Secretary
Jacob Wagner, L. & N. Shops Collector
Con Shea, L. & N. Shops Receiver
J. E. McFadden, 186 Johnson ave. Mag. Agent
56. **BANNER; Stanberry, Mo.**
Meets every Saturday night at 7:30 P. M.
J. J. Quilett Master
C. C. Kunyan Secretary
D. L. Collier Collector
T. A. Newcomb Receiver
George Mock Mag. Agent
57. **BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays of each month at Odia
Hall, 47 Hanover st.
H. E. Stevens, 5 Davis St Master
T. H. Haines, Ocean View St., Win-
throp, Mass Secretary
A. W. Spurr, 66 Hammond St Collector
C. A. Fisher, 32 E. Springfield St Receiver
L. E. Stewart, 38 Cross St., East
Sommerville, Mass Mag. Agent
58. **SACRAMENTO; Rocklin, Cal..**
Meet every Monday in Masonic Hall at 1 P. M.
C. C. Brown Master
C. E. Warrington Secretary
C. E. Warrington Collector
M. H. Tuttle Receiver
M. H. Tuttle Magazine Agent
59. **ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday evening at 7:30.
S. H. James, 610 W 7th st., Pueblo Master
John Gallagher, 27 Block Secretary
C. S. Walker, 309 Mechanic st., Pueblo Collector
M. C. Donnelly, 316 E. 2d st., Pueblo Receiver
John T. Dejersey, Pueblo, Colo Mag. Agent
60. **UNITED; Philadelphia, Pa.**
Meets alternate Sundays at Dover Hall, Marshall
St. above Susquehanna ave.
Fred. O. Metzger, 1851 Letterly st Master
Howard Reeder, 1943 Lawrence st Secretary
J. R. Race, 521 Diamond St Collector
B. F. Pettit, 2055 N. Ninth St Receiver
J. R. Race, 521 Diamond st Magazine Agent
61. **MINNEHAWA; St. Paul, Minn.**
Meets 2d and 4th Sundays of each month.
A. E. Carle, 120 Granite St Master
P. McLaughlin, 78 Sycamore St Secretary
A. E. Carle, 120 Granite St Collector
H. L. Buckley, 120 Granite St Receiver
Jas. Johnson, 608 Warren St Magazine Agent
62. **VANBERGEN; Carbondale, Pa.**
Meets 2d and 4th Sundays at 2 P. M., in Odd Fel-
lows' Hall, cor. 7th and Church sts.
John P. McCawley, Box 608 Master
U. S. Wandermark Secretary
W. H. Brokenshiser Collector
A. M. Banks, Box 479 Receiver
O. E. Histed, L. Box 855 Magazine Agent
63. **HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gid-
ding's hall, 24, E. Main st.
John Myers, Box 772 Master
H. J. Bohn, 501 E. Main St Secretary
John Wakely, Box 772 Collector
John Myers, Box 772 Receiver
T. A. Hudson Mag. Agent
64. **SIOUX; Sioux City, Iowa.**
Meets 2d and 4th Sundays at 2:30 P. M. in K. P.
Hall.
D. L. Davenport, 1521 E Sixth st Master
James Griffin, 419 Clark st Secretary
Sidney Weir, 506 Iowa St Collector
D. L. Davenport, 1521 E Sixth st Receiver
Warren Bennett Mag. Agent
65. **FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
Jas. B. Newcomer Master
H. H. Richardson Secretary
J. A. Robinson Collector
W. D. Grimes, Box 488 Receiver
George Woskie Magazine Agent
66. **CHALLENGE; Belleville, Ontario.**
Meets in B. of L. F. Hall, 2d and 4th Sundays at
2:30 P. M.
Robert Milne, Belleville Station Master
F. C. Link, Belleville Station Secretary
W. J. Logue, Box 9, Belleville Station Collector
Tim Daly, Jr., Belleville Station Receiver
R. Snell Magazine Agent
67. **DOMINION; Toronto, Canada.**
Meets in I. O. O. F. Hall 2d and 4th Sundays at
2:30 P. M.
W. Brent, 85 Spadina ave Master
S. Vaughan, 5 Draper St Secretary
Jas. Pratt, 174 Huron St Collector
S. Vaughn, 5 Draper St Receiver
Jas. Pratt, 73 Huron St Mag. Agent

68. EAU CLAIRE; Altoona, Wis.

Meets 2d and 4th Sundays at 2 P. M.
 Martin E. Cuddy, Box 193 Master
 Timothy Anglim, Box 12 Secretary
 Patrick E. Keating, Box 62 Collector
 Martin E. Cuddy, Box 193 Receiver
 M. E. Duggan, Altoona, Wis. Mag. Agent

69. ISLAND CITY; Brockville, Ontario.

Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
 Thos. Shields, Box 558 Master
 W. W. Dales, Box 206 Secretary
 J. G. Goodison, Box 206 Collector
 I. J. Beehler, Box 568 Receiver
 Benjamin Dickerson Magazine Agent

70. LONE STAR; Longview, Texas.

Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
 I. H. Stout Master
 Lorenzo D. Oden, Box 411 Secretary
 Albert N. Oden Collector
 Lorenzo D. Oden, Box 411 Receiver
 C. W. Slayton Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall 2d and 4th Sundays at 8 P. M.
 Willard Robinson, 6 Mickley ave Master
 W. A. Bowe Secretary
 R. W. Mills Collector
 Irvin Baker Receiver
 J. E. Owens, Box 508 Magazine Agent

72. WELCOME; Camden, N. J.

Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
 Wm. Wiggins, 46 Cooper St. Master
 Geo. M. Kern, 552 So 4th st. Secretary
 Garret M. Western, 565 Bridge St. Collector
 Jas. L. Gibbs, Collinswood, N. J. Receiver
 Henry Harris, 446 Henry St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets 2d and 4th Sundays at 302 Main St.
 E. Brewer, 27 Houghton st Master
 Chas. A. Smith, 124 Central St Secretary
 Chas. L. Dodge, 21 Lagrange st Collector
 Chas. O. Sykes, North Grafton, Mass. Receiver
 E. A. Bragg, 8 Kilby St. Magazine Agent

74. KANSAS CITY; Kansas City, Mo.

Meets in Forrester's Hall alternate Mondays.
 D. McDonnell, 2114 Belleview Ave Master
 J. M. Tierney, Box 73, Station "A" Secretary
 R. Haslett, 2117 Madison avenue Collector
 W. B. Roberts, 1808 Madison Ave. Receiver
 H. O. Draper, Station "A" Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets 2d and 4th Sunday afternoons in Erickson's Hall, 3947 Lancaster ave.
 Chas. H. Hawman, 3728 Lancaster ave., West Philadelphia Master
 C. W. Reeves, 620 N. 38th St., W. Philadelphia Secretary
 Frank Dupell, 3621 Aspen St., W. Philadelphia Collector
 C. W. Reeves, 620 N. 38th St., W. Philadelphia Receiver
 Frank Dupell, 3621 Aspen St., West Philadelphia Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
 Geo. W. Sebastian Master
 W. C. Hall Secretary
 Harry Pearce Collector
 W. W. Hurd Receiver
 Fred Whitbred, Box 84 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets every Thursday at 7:30 P. M. in Neef's Hall, Fifteenth street.
 Chas. D. Lane, 2646 Lawrence St Master
 W. F. Brundage, 1216 Larimer St. Secretary
 D. L. Marrs, 445 Beecher ave, N. side Collector
 W. F. Brundage, 1216 Larimer St. Receiver
 H. M. Johns, 940 Eleventh st. Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets 1st, 3d and 5th Thursdays at 7:30 P. M.
 John Jaybourne, 814 E. Third St Master
 E. K. Park, 519 Ohio St. Secretary
 H. D. Boult, 1223 E. 8th St. Collector
 Henry Myers, 318 Engineers' St. Receiver
 Clark L. Vanetton, 1216 E. 5th St. Mag. Agent

79. J. M. DODGE; Goodhouse, Ill.

Meets 1st and 3d Mondays and 2d and 4th Sundays, in Engineer's Hall.
 John Underwood Master
 Chas. E. Stone Secretary
 Chas. E. Stone Collector
 W. Watson Receiver
 J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday.
 John C. Olsen, 295 Short st Master
 W. B. Miller, 110 Main St. Secretary
 W. B. Miller, 110 Main St. Collector
 Frank G. Boomer, 95 LaSalle St. Receiver
 Fred E. Diamond, Tremont House Mag. Agent

81. PINE CITY; Brainerd, Minn.

Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
 Emory Scott Master
 Geo. Watts, Box 1045 Secretary
 W. J. Bain, Box 1768 Collector
 R. Arundale, Box 569 Receiver
 S. W. Green Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meet 1st Saturday evening and 3d Sunday afternoon of each month.
 Ernest B. Mayo, 424 First avenue, so Master
 W. E. Richmond, 830 N. Girard Ave. Secretary
 Robt. J. Watson, 716 4th ave N. Collector
 W. E. Richmond, 830 N. Girard Ave. Receiver
 Geo. E. Walker, 2130 Tenth Ave. So., Mag. Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. L. F. Hall every Wednesday at 8 P. M.
 I. M. Dean, Box 406 Master
 Geo. H. Tucker, Box 406 Secretary
 M. E. Finnegan, Box 406 Collector
 I. M. Dean, Box 406 Receiver
 E. D. Hartzell, 613 E. 15th St. Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
 E. C. Wilder, 50 South Ave Master
 Jas. Burgess, 76 Bennett St. Secretary
 Fred Voss, 103 Green St. Collector
 E. C. Wilder, 50 South Ave. Receiver
 A. Cronin, 119 Bennett St. Magazine Agent

85. FARGO; Fargo, Dakota.

Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
 W. W. Sherman, Box 825 Master
 Eugene McAuliffe, Box 668 Secretary
 W. Ferrett Collector
 B. Roggeveen, 324 13th St., north Receiver
 J. T. Wantland, L. Box 1658 Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.
Meets Friday evening at 7:30 in K. L. Hall.
John W. Coetlin Master
Wm. Konold Secretary
Henry C. Bernard Collector
Wm. Roth Receiver
Chas. Reynolds Mag. Agent

87. SUMMIT; Rawlins, Wyoming.
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures Master
J. Doherty Secretary
G. C. Jordan Collector
P. Naughton Receiver
Wm. S. Ross Magazine Agent

88. MORNING STAR; Evanston, Wyoming.
Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
J. C. Bowman Master
K. M. Lain Secretary
Wm. L. Gray Collector
J. C. Bowman Receiver
James Holt Magazine Agent

89. CHEHAW; Montgomery, Ala.
Meets every Sunday, in K. P. hall, over National Band, Commerce St.
E. L. Cranford, 408 Clay St Master
Ed. Austin, 115 Dexter ave Secretary
A. F. Grubbs, Box 524 Collector
Geo. I. Fuller, 28 N. Perry St Receiver
A. F. Grubbs, Box 524 Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.
Meets in Odd Fellows Hall 1st and 3d Sundays.
J. Dunn, Box 645 Master
R. F. Lange, Box 645 Secretary
Harvey Smith, Box 645 Collector
J. W. Hilliard, Box 645 Receiver
G. A. March, Box 645 Mag. Agent

91. GOLDEN GATE; San Francisco, Cal.
Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
Mat Bourke, 1855 Mission St Master
Charles A. Crites, 208 Sixteenth St Secretary
W. J. Allen, 24 Julian Ave., near 15th, Collector
J. Doyle, 537 18th St Receiver
James Doyle, 537 Eighteenth St Mag. Agent

92. FRONTIER CITY; Oswego, N. Y.
Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
Chas. Spah Master
Myrom H. Counsell, 16 E. 5th St Secretary
M. H. Murphy, E. Mercier St Collector
B. C. Forsyth, 166 W. Utica St Receiver
S. C. Forsyth, 166 W. Utica St Magazine Agent

93. GATE CITY; Keokuk, Iowa.
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
John Cronin, Cor. B and Bluff Sts Master
A. J. Ebersoll, 1213 Bank St Secretary
E. J. Kelley, 519 Ridge St Collector
John H. Carter, 507 Main St Receiver
A. J. Ebersoll, 1213 Bank St Magazine Agent

94. CACTUS; Tucson, Arizona.
Meets 1st and 3d Tuesdays at 7:30 P. M. at B. of L. F. Hall, Cor. Tool Ave. and Pennington St.
W. E. Butler, Box 218 Master
Jacob Hettrick Secretary
F. M. Blaney Collector
N. H. Cramer Receiver
J. C. Clancey, L. Box 218 Magazine Agent

95. CHICAGO; Chicago, Ill.
Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month, at 9:30 A. M.
C. B. Johnson, 162 N. Peoria St Master
Geo. Pace, 3651 Wentworth ave Secretary
J. E. Cantlon, 142 Front St Collector
E. W. Wallbaum, 224 Larrabee St Receiver
Pat Grady, Lake Forest, Ill Magazine Agent

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays cor. Main and Fourteenth Sts.
G. Leibtag Master
Frank Ray, Box 686 Secretary
Wm. King Collector
Joseph Quinn, Box 239 Receiver
John Leibtag, Box 886 Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.
Meets every Tuesday evening at 7:30, at 512 San Fernando St.
George C. Morton Master
J. De Frees Secretary
Wm. T. Curl Collector
John Newton Receiver
F. B. Boyett, 11 Aurora St Magazine Agent

98. PERSEVERANCE; Terrace, Utah.
Meets every Tuesday, at Engineers' Hall.
F. C. Stokes Master
E. G. White Secretary
J. H. Neven Collector
R. W. Shields Receiver
E. G. White Magazine Agent

99. ROCHESTER; Rochester, N. Y.
Meets every Friday evening, at No. 33 Market St.
E. C. Pruyn, 41 First Ave Master
W. P. Couch, 99 Broadway Secretary
Geo. Kingsley, 22 Upton Park Collector
James N. Clark, 171 N. Union St Receiver
Wm. H. Rice, 9 Norwood St Mag. Agent

100. ADAIR; Bowling Green, Ky.
Meets every Monday at 2 P. M.
P. J. Burke Master
Wm. H. Hawkins Secretary
Woods L. Miller Collector
Wesley Alsop Receiver
Richard A. Potter Magazine Agent

101. ADVANCE; Creston, Iowa.
Meets every Monday at 7:30 P. M., in Firemen's Hall, 223 Pine st.
J. W. Crouch, Box 288 Master
Al. Finley Secretary
J. W. Crouch, Box 288 Collector
J. F. Bryan, L. Box 319 Receiver
F. S. Templeton Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.
Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
F. S. Payne, 1221 Court Ave Master
C. M. Krull, 717 Lyon St Secretary
John Loveless, 1208 Fillmore St Collector
J. W. Combs, 1321 Buchanan St Receiver
H. L. Wilson, 118 9th st., Council Bluffs, Iowa Magazine Agent

103. FALLS CITY; Louisville, Ky.
Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
Wm. C. Abbey Master
James J. Lawson Secretary
John B. Reynolds Collector
James J. Lawson Receiver
John H. Patrick, 939 Tenth St Magazine Agent

104. "OLD KENTUCKY;" Ludlow, Ky.
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
Frank Robinson Master
M. J. Connelly Secretary
Chas. Heimberger Collector
J. E. Doran, Box 76 Receiver
Chas. Heimberger Magazine Agent

105. PROGRESS; Galesburg, Ill.
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
Wm. Heath, 351 E. Main St Master
J. A. Foley, 250 S. Kellogg St Secretary
J. L. Nelson, 327 N. Seminary St Collector
M. J. Buckley, 122 W. Knox St Receiver
C. G. Nelson, 522 Seminary St Mag. Agent

- 106. KEY CITY; Dubuque, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., over Master Mechanic's Office.
Jas. B. Smith, 1001 Lake St. Master
D. W. Mason, 438 High St. Secretary
J. E. Haynes, 235 High St. Collector
John P. Sandry, 162 High St. Receiver
Jay E. Haines, 18 High St. Magazine Agent
- 107. ECLIPSE; Gallon, Ohio.**
Meets in Zimmerman's Hall every Thursday evening.
August Gerhart, Box 196. Master
Ed. W. Armor, Box 701. Secretary
Ed. W. Armor, Box 701. Collector
J. A. Farnworth, Box 288. Receiver
Geo. Canaan, Box 398. Magazine Agent
- 108. PIONEER; Chama, New Mexico.**
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
J. C. McCabe, Box 8. Master
Edward Bradley. Secretary
Chas. Schonefeld, Box 16. Collector
Herman Berndt, Box 17. Receiver
Edward Bradley. Magazine Agent
- 109. PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St., at 7:30 P. M.
W. M. White, 944 Chouteau Ave. Master
J. L. Pate, 2919 Caroline St. Secretary
J. L. Pate, 2919 Caroline St. Receiver
Chas. Durnell, 510 Montrose Ave. Collector
J. L. Pate, 2919 Caroline St. Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sanduaky and Mansfield St.
J. R. Gordon, L. Box 235. Master
C. P. Collins, 29 Oak St., E. Toledo, O. Secretary
Zeno Kirk. Collector
Chas. F. Pillard, L. Box 236. Receiver
C. P. Collins, 29 Oak St., E. Toledo, O., Mag. Agent
- 111. BEACON; Mattoon, Ill.**
Meets in K. of L. Hall Sunday at 2:30 P. M.
C. J. Singleton, Box 50. Master
T. F. Barrett, Box 427. Secretary
O. C. Henry. Collector
C. J. Singleton, Box 50. Receiver
Ben Newkirk. Magazine Agent
- 112. EVENING STAR; Mt. Vernon, Ill.**
Meets 1st and 3d Tuesdays in Heiserman's Hall, at 7:30 P. M.
S. E. Wild. Master
John C. Branham. Secretary
John C. Branham. Collector
E. F. Lynch. Receiver
Thos. F. Thicketon. Magazine Agent
- 113. CLARK-KIMBALL; Pocatello, Idaho.**
Meets in Masonic Hall every Monday at 7:30 P. M.
W. J. Ingling. Master
E. G. Leaf. Secretary
George N. Cray. Collector
Frank Walton. Receiver
K. G. Leaf, Ogden, Utah. Magazine Agent
- 114. MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M. in Engineers' Hall, Idleman's block.
John H. Bingham, Box 230. Master
Thos. O. Jones, Box 250. Secretary
James A. Maxwell, 213 Tenth St. Collector
Ernest Heeman, 1010 Central ave. Receiver
Thos. O. Jones, Box 250. Magazine Agent
- 115. GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays in The Temple of Honor.
H. L. Briggs, Cor. 8th and Market Sts. Master
J. Buckley. Secretary
G. E. Labitt, 27th and L Sts. Collector
H. L. Briggs, 8th and Market Sts. Receiver
A. J. Schmidt, 37th street, between H. and I. Magazine Agent
- 116. ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays in Engineers' Hall at 1:30 P. M.
Wm. Dingwall, 2004 Stone St. Port Huron, Mich. Master
R. J. Gee, 1610 Poplar st, Fort Huron. Secretary
John W. Chowen. Collector
E. G. Hubbard, Box 127. Receiver
W. F. Renwick, Box 182, Brighton Park, Ill. Magazine Agent
- 117. BEAVER; London, Ontario.**
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Robt. Hornsby, 154 Clarence St. Master
Edwin S. Chapman, 151 Clarence St. Secretary
S. T. Fletcher, 221 Maitland St. Collector
John W. Cox, 358 Simcoe St. Receiver
Robt. Lister, 411 Hill St. Magazine Agent
- 118. STAR OF THE EAST; Richmond, Quebec.**
Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
R. A. Leonard. Master
G. A. Pearson, Richmond Station. Secretary
G. A. Pearson, Richmond Station. Collector
John Kelly, Richmond Station. Receiver
Fred Driver. Magazine Agent
- 119. COLONIAL; River du Loup, Quebec.**
Meets Wednesday and Thursday nights, alternately, in English School Room.
W. H. Rougeau, River du Loup Station. Master
Louis D. Poulin, I. C. Ry Station. Secretary
Louis D. Poulin, I. C. Ry Station. Collector
Joseph Scott, I. C. Ry Station. Receiver
Wm. H. Rougeau, I. C. Ry. Station. Maga. Agent
- 120. FORTUNE; Syracuse, N. Y.**
Meets 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M. at C. M. B. A. Hall, corner Fayette and Salina Sts.
E. F. McNulty, 2 Wall St. Master
Simon Mangan, 196 Shomard St. Secretary
L. G. Rousson, 20 Richmond Ave. Collector
F. H. Livingston, 59 Jackson St. Receiver
W. H. Jacobson, 224 Gifford St. Mag. Agent
- 121. FELLOWSHIP; Corning, N. Y.**
Meet 1st and 3d Sundays of each month at 3 P. M. in Odd Fellows Hall.
James F. Roody. Master
T. E. Hanmer. Secretary
George R. Quick, 241 E. Erie Ave. Collector
William H. Smith, Corning. Receiver
E. E. Beales. Magazine Agent
- 122. H. B. STONE; Beardstown, Ill.**
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
Jerry W. Flickiver. Master
E. J. Summers, Box 694. Secretary
John E. Hurley, Box 692. Collector
Albert Danks, Box 208. Receiver
E. J. Summers, Box 694. Magazine Agent
- 123. OVERLAND; Omaha, Neb.**
Meets in K. of P. Hall, Corner 14th and Douglas Sts. every Wednesday at 8 P. M.
Wm. Dolan, 121 N. 13th St. Master
E. S. Emmons, 1429 N. 21st St. Secretary
Wm. Anderson, 1214 Cass St. Collector
Albert Cole, 1618 Jackson St. Receiver
E. S. Emmons, 1618 N. 13th St. Mag. Agent
- 124. PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays, in Odd Fellows' Hall, at 2:30 P. M.
H. A. Praper. Master
W. B. Howe. Secretary
H. C. DeGroat. Collector
M. D. Grady. Receiver
M. D. Grady. Magazine Agent

135. GUIDE; Marshalltown, Iowa.

Meets 2d and 4th Sundays of each month in Room
15 South Center St., opposite new Court House.
W. M. Gallup, 512 S Third St Master
J. P. Boyce, 311 W Nevada Sts Secretary
J. S. Smedes, 307 S Center st Collector
J. M. Larimer, 307 S Third ave Receiver
J. H. Crellin, 612 E. Linn St. Magazine Agent

136. COMET; Austin, Minn.

Meets 1st and 3d Mondays and 2d and 4th Sun-
days in Hays' Hall.
J. A. Harriman Master
A. B. Lawrence Secretary
J. E. Gilbert Collector
August Olson Receiver
C. J. Erickson Magazine Agent

137. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets 1st Tuesday and 3d Sunday, in Assinaboine
Hall, 133 Ross St.
John Wellington, 14 Patrick St Master
W. H. Woods, 14 Patrick St Secretary
Thos. Reece, 226 McWilliams St Collector
J. G. Jonah, 226 McWilliams St Receiver
Geo. M. Vansickie, care P. R. shops, Mag. Agent

138. LANDMARK; Glendive, Montana.

Meets 1st and 3d Tuesdays at 7 P. M.
Arthur Todd Master
Daniel Sinclair, Forsythe, Montana Secretary
James McKenzie, Box 55 Collector
Samuel E. Burns, Forsyth, Mont Receiver
Douglass Westfall, Box 55 Magazine Agent

139. MINERAL KING; Kalamazoo, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays.
R. E. Gorham, Box 422 Master
Thos. Faulke, Box 135 Secretary
M. A. Harring, Box 525 Collector
J. S. Rogers, Box 422 Receiver
J. J. Kelly, Box 480 Magazine Agent

139. GUIDING STAR; Milwaukee, Wis.

Meets 2d and 4th Sundays at 2 P. M. in Engineers'
hall.
Thomas Dwyer, 385 Jackson St Master
J. D. Singles, 205 Wisconsin st Secretary
J. H. Brady, 254 National Ave Collector
Geo. Bilty, 418 Grand ave Receiver
Edward Summers, 99 Sixth St. Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets 1st and 3d Fridays at 7:30 P. M. and 2d and
4th Sundays at 2:30 P. M. in Bedford's Hall.
R. S. Cochran, Box 121 Master
Geo. Garbhart Secretary
A. R. Johnson Box 8 Collector
R. J. Luxan, Box 396 Receiver
R. J. Luxan, Box 396 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Opera House 1st and 3d Sundays and
last Wednesday at 2 P. M.
Fisher Wressell, Box 13 Master
W. R. Hammond Box 408 Secretary
Jas. H. Long, Box 0 Collector
John H. Howell Receiver
Lewis V. Roberts Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.

Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
J. D. Irby Master
H. A. Moore Secretary
A. E. Bowman Collector
Arthur Herdier Receiver
J. C. Smith Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets 1st and 3d Sundays and 2d and 4th Mon-
days.
E. W. Gibson Master
H. E. Cowan Secretary
J. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall 1st and 3d Tuesdays at
7 P. M.
E. A. Reegar, Box 184 Master
W. B. Sisson, Box 184 Secretary
F. L. Fitch Collector
W. B. Sisson, Box 184 Receiver
F. L. Fitch, L. Box 184 Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets alternate Saturdays at 7 P. M., Cor. Kent
and Cambridge S.s.
George Pratt, Box 166 Master
L. McIntosh Secretary
Joseph Kelcher Collector
J. Jefferies Receiver
J. Jefferies Magazine Agent

137. PROTECTION, Eldon, Iowa.

Meets 2d and 4th Sundays at 2:30 P. M. in K. P.
hall.
C. W. Friend Master
J. T. Hull, Box 196 Secretary
Geo. W. Trott, Box 185 Collector
A. Shunterman Receiver
Fred James Magazine Agent

138. UNION; Freeport, Ill.

Meet in A. O. U. W. Hall 2d and 4th Sundays at
2 P. M.
James A. Flack, 45 Clay st Master
Sam Shaunnassy, 16 Crocker St Secretary
Wm. A. Brubaker, 10 State St Collector
Sam Shaunnassy, 16 Crocker St Receiver
Wm. A. Brubaker, 10 State St. Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall 1st and 3d Sundays and
2d and 4th Fridays at 2 P. M.
Wm. Manerhan, Box 31 Master
George Landes, Box 31 Secretary
L. J. Whyers, Box 31 Collector
J. J. Norton, Box 31 Receiver
Wm. Manerhan Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets every Monday at 7:30 P. M., in Fraternity
Hall.
L. W. Jones, Box 122 Master
C. M. May, Lock Box 569 Secretary
J. W. Hardy, L Box 569 Collector
Henry Wise, L Box 569 Receiver
W. E. Somerville, L. Box 567 Magazine Agent

141. A. G. POTTER; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at
7:30 P. M.
A. J. Kohler, 461 Calhoun St Master
I. Clem, 93 John st Secretary
C. F. Sweeney, cor. Holton Ave. and
Fisher St Collector
W. R. Fredricks, 415 S Lafayette St Receiver
T. E. Short, 29 Boone St Magazine Agent

142. C. B. WHIPPLE; Toledo, Ohio.

Meets 1st and 3d Sundays at 1:30 P. M. and 2d
and 4th Thursdays at 7 P. M. at 245 St. Clair St.
Henry Harms, East Toledo Master
Ben. I. Ross, Penn Engine House, East
Toledo Secretary
Geo. Rittman, 713 Erie st Collector
Louis Weinhardt, 221 Broadway Receiver
B. I. Ross, Penn. engine house Mag. Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Odd Fellows' hall, cor. 11th and Frank-
lin sts., Oakland, Cal., 2d and 4th Wednesdays.
T. J. Roberts, 752 Willow St Master
T. J. Roberts, 754 Willow st Secretary
Ed Johnson, 916 Wood St Collector
F. B. Hall, West Oakland P. O. Receiver
E. C. Cushing, 861 Myrtle street,
Oakland, Cal Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets 1st Saturday at 8 P. M. and 3d Sunday at
2 P. M. in Patterson's Hall, I. C. R. Depot.
John Morton Master
Wm. A. Thomson Secretary
Wm. Bastin Collector
John Devereaux Receiver
Wm. Smallwood Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.

Meet every Wednesday at 2:30 P. M. in Jones'
Hall, 601 Austin St.
H. M. Brown, 818 Ave. D Master
Robt. Nicholson, No. 5 Eighth St Secretary
Robt. Nicholson, No. 5 Eighth St Collector
H. M. Brown, 818 Ave. D Receiver
John Sullivan, 110 Avenue D Magazine Agent

144. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
 John F. Broughton, S. P. Shops Master
 J. P. Managhan, S. P. Shops Secretary
 H. A. Speer, S. P. Shops Collector
 Fred Keeler, S. P. Shops Receiver
 D. M. Moody, 109 Elysian St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8:00 P. M.
 Thos. H. Boyd, Box 105 Master
 T. J. Robbins Secretary
 James Conney, Box 105 Collector
 Howard Covington, Box 105 Receiver
 W. R. Brown, Clebourne, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets every Friday at 1:30 P. M. in K. of P. Hall.
 W. Z. Thompson, Box 416 Master
 S. T. James, Box 416 Secretary
 J. E. Paskell, Box 416 Collector
 Ed. Kendrick, Box 416 Receiver
 I. H. Bennett, Box 1849 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets 2d and 4th Saturdays at 8 P. M., at 110 East 125th street.
 Jas. F. Hough, 1424 ave A Master
 P. A. Donahue, 311 W. 55th St. Secretary
 R. Roscoe, 27 E 86th st Collector
 P. A. Donohue, 311 W 55th st Receiver
 Chas. Johnson, 318 E. 120th St. Magazine Agent

150. S. E. STEVENS; Marquette, Mich.

Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
 L. L. Hood, Room 8, Gregory Block, W. Washington St., Marquette, L. S., Mich. Master
 Arthur Bishop, 146 Main St. Secretary
 Fred Brown, Marquette, L. S., Mich. Collector
 Chas. E. Zyrd, Marquette, L. S., Mich. Receiver
 Chas. E. Zyrd, Marquette, L. S., Mich., Mag. Agent

151. MAPLE LEAF Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
 Alex McGilvery, N. & N. W. Shops Master
 J. E. Painter, 135 John st North Secretary
 Ed. Housago, 118 Florence st. Collector
 R. Martin, 15 Mayall st Receiver
 John McColl, 17 Crook's Street Mag. Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Odd Fellow's Hall 1st and 3d Sundays.
 Patrick J. Roach, Box 845 Master
 Frank E. Ayers, Box 104 Secretary
 Frank Pover, Box 762 Collector
 John Hatchard, Box 377 Receiver
 Fred C. McDonald, Box 662 Magazine Agent

153. H. C. LOED; Fort Scott, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
 H. L. Wright, 1020 Wall st. Master
 Alexander Barr, 1126 Oak St. Secretary
 Alexander Barr, 1126 Oak St. Collector
 J. T. Helman, 10 N Washington st. Receiver
 W. F. Strode, 216 So. Barbee St. Mag. Agent

154. McKEEN; Ottawa, Kansas.

Meets in K. P. Hall on 2d and 4th Sundays at 2 P. M.
 Wm. L. Miller, 713 N. Main St. Master
 E. Ehnaur, 629 N Poplar st Secretary
 Geo. H. Showalter, N Main st Collector
 M. A. Lea Receiver
 Wm. D. Frisby, 637 Ann St., Wyandotte Kan Mag. Agent

155. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
 L. T. Branham, Box 256 Master
 O. A. Setzel, Box 256 Secretary
 C. C. Imrie, Box 256 Collector
 R. W. Bailey, Box 256 Receiver
 B. L. Bently, Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 H. P. Matthews, L. Box 201 Secretary
 H. P. Matthews, L. Box 201 Collector
 B. E. Flaherty Receiver
 G. H. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
 Tim. Teahen, 447 Clinton St. Master
 J. Nopper, 217 Crogan st. Secretary
 E. Heidenrich, 124 Hastings St. Collector
 J. Nopper, 217 Crogan St. Receiver
 Peter Jewell, 199 Orleans St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets every Saturday at 7:30 P. M., at Simmons' Hall, cor. Summer and Union Sts.
 J. W. Sullivan, 513 High St. Master
 G. F. Rutlinger, 1033 S. College St. Secretary
 Fayette Enoch, 1202 S. College St. Collector
 F. G. Harrison, 607 Stevenson Ave. Receiver
 W. D. Bledsoe, 11 Joseph Ave. Magazine Agent

160. C. J. KEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, Third and Main Sts., 2d and 4th Sundays at 2 P. M.
 Morris Hoffman, 305 Olive St. Master
 Edgar G. Hitch, 931 Canal St. Secretary
 Robert T. Skinner, 519 Harriet st. Collector
 John K. Taylor, 108 Lincoln Ave. Receiver
 Jerry Burke, 608 S. 8th st., Terre Haute, Mag. Agent

161. HERALD; Burlington, Iowa.

Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
 C. C. Maxwell, 1022 S. Fourth St. Master
 W. A. Flannery, 1212 N Eighth st Secretary
 S. J. Eccles, 906 Angular St. Collector
 S. W. Bowser, 1803 Madison st Receiver
 W. A. Flannery, 1212 N 8th st. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Wednesday at 7:30, and 1st Sunday at 2 P. M.
 D. F. Wagner, 208 Fourth St. Master
 Chas. E. Platt, 211 Third St. Secretary
 D. F. Wagner, 208 Fourth St. Collector
 A. H. Gordon, 208 Beardsley Ave. Receiver
 F. Roderick, 1005 So. 2d St. Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets every Friday at 7 P. M., at Masonic Hall.
 Chas. McWilson, Box 56 Master
 D. B. Rathfon, Box 56 Secretary
 H. Perlie, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 J. Flaherty Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
 S. E. Mowhammer Master
 C. E. Blair Secretary
 R. H. Mowhammer Collector
 J. J. Derck, Box 202 Receiver
 W. H. Weber, Box 324 Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 J. E. Brombaugh Master
 James VanRiper Secretary
 W. H. Dailey Collector
 Albert I. Routh Receiver
 J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday evening.
 W. G. Cox Master
 F. Zeppenfeld, Box 523 Secretary
 C. W. Hammond Collector
 C. C. Robertson, Box 844 Receiver
 P. F. Murphy, Box 378 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets 1st and 3d Sundays at 2 P. M. in K. P. Hall
 John Anderson Master
 Wm. Birkett, Box 242 Secretary
 H. P. Smith, Box 347 Collector
 Charles Bryan Receiver
 H. P. Smith, L. Box 347 Magazine Agent

- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:30 P. M.
J. Moriarty, Portage, Wis. Master
Frank Krause, Box 214, Portage, Wis. Secretary
George Brewer, 403, cor. Aron and
Gould st., LaCrosse, Wis. Collector
Frank Krouse, Portage, Wis. Receiver
Frank Krause, Box 214, Portage, Wis., Mag. Agent
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
W. E. Smith, 18 Collier st. Master
C. T. Stone, 8 South Division st. Secretary
H. H. Sweet, 28 Erie ave. Collector
A. H. Spencer, 18 Elm St. Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent
- 170. PRAIRIE; Haron, Dakota.**
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
Geo. E. White, 357 E. 3d st. Master
Geo. E. Coon, Box 909 Secretary
L. L. Neibling, Box 784 Collector
Jos. C. Graff, Box 198 Receiver
Wm. A. Brown Magazine Agent
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
F. M. White, Box 608 Master
D. W. Duncan, Box 167 Secretary
T. W. Hennessey, Box 167 Collector
F. M. White, Box 608 Receiver
T. W. Hennessey, Box 167 Magazine Agent
- 172. P. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays.
T. W. Turner, 544 Wellington St. Master
J. G. Armstrong, Richmond Lodge Secretary
F. W. Morrison, C. P. R. Shops Collector
H. Handysides, Hintonbury via Ottawa, Ont. Receiver
Alex. McCuag, 56 Ottawa St. Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday at 7:30 P. M. in B. of L. F. hall.
Chas. McCauley Master
Isaac C. Hensitt Secretary
John C. Bull, Williams, Ariz. Collector
C. F. Evans, Coolidge, N. Mex. Receiver
E. W. Davis Magazine Agent
- 174. HARRISBURG; Harrisburg, Pa.**
Meets Cor. Third and Cumberland Sts., over Merchants' Bank, 2d and 4th Sundays at 1 P. M.
Wm. Drake, 1531 N. 6th St. Master
H. O. Motter, 1720½ N. Third St. Secretary
H. J. Roberts, 508 Riley St. Collector
Wm. Blessing, 422 Riley St. Receiver
H. S. Gingrich, 1418 Wallace St. Magazine Agent
- 175. TAYLOR; Newark, Ohio.**
Meets in O. R. C. Hall at 12¼ North 2d St., every Wednesday at 7 P. M.
A. A. Hickerson, 117 S. Fourth st. Master
John Adkins, Box C Secretary
John Callahan, 118, Valandingham st. Collector
John Adkins, Box C Receiver
C. D. Tomlinson Magazine Agent
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays of each month
A. G. Turley, Box 61 Master
W. F. Gorman, Box 296 Secretary
C. H. Porter, Box 41 Collector
W. F. Gorman, Box 296 Receiver
O. H. Porter, Box 41 Magazine Agent
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
T. P. Davis Master
H. H. Worthington Secretary
C. C. Murphy Collector
T. P. Davis Receiver
O. J. Leach, Box 184 Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets in Emporium Hall Tuesdays, at 8 P. M.
Leonard W. Kessler, 223 N. 3d St. W. Master
Chas. Cowan, Rio Grande Hotel Secretary
Geo. M. Edwards, D. & R. S. shops Receiver
F. A. Featherston, D. & R. S. shops Collector
Arthur W. Roberts, D. & R. S. shops, Mag. Agent
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 3d and 4th Sundays.
Geo. W. Carr, 1022 W. st. Master
J. K. Robinson, 780 N. Tenth St. Secretary
Geo. Hinkle, Box 490 Collector
T. W. Barber, 825 N 15th st. Receiver
I. M. Freese, 13st., bet. V and W St. Mag. Agent
- 180. THREE STATES; Cairo, Ill.**
Meets cor. 12th st. and Washington Ave., 2d and 4th Sundays.
J. C. O'Connell, 308 Twenty-First St. Master
G. B. Vincent Secretary
M. J. Kiley, 714 Cedar St. Collector
A. J. Jaeckel Receiver
J. C. O'Connell Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
James Farley Master
James Combs Secretary
A. Dunbar Collector
James Nicholson Receiver
Alex. Dunbar Magazine Agent
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
H. E. Hilliker, Miles, Grove Master
E. J. Oliver, 17 Sassafras st. Secretary
W. E. Ross, 68 W. Thirteenth St. Collector
Wm. Fitzmorris, 68 W. 18th St. Receiver
Chas Fitzmorris, 68 W. 18th St. Mag. Agent
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets in Engineer's Hall alternate Thursday evenings.
J. M. Gaines, Box 152 Master
S. A. Hohman, Box 82 Secretary
W. T. Wade Collector
H. I. Miller, Box 154 Receiver
D. A. Carver, Box 301 Magazine Agent
- 184. LIMA; Lima, Ohio.**
Meets every Sundays at 1:30 P. M. in Irish Block.
E. L. Melhorn Master
M. R. Lacy Secretary
Joe Bowsher, 496 S. Tanner st. Collector
John E. Myers, 689 S. Main St. Receiver
S. H. Harting, 601 N. Union St. Magazine Agent
- 185. FIDELITY; Delphos, Ohio.**
Meets in Beyer's Hall every Sunday at 2 P. M.
W. S. Miller, Box 311 Master
A. J. Hograth, Box 153 Secretary
J. B. Grove, Box 143 Collector
F. A. Drolett, Box 311 Receiver
J. B. Grove, Box 143 Magazine Agent
- 186. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 3834 State St., 1st and 3d Sundays of each month.
J. E. Callaghan, 2538 Butterfield St. Master
Jas. Manning, 534 Root St. Secretary
Joohn Lynch Collector
Wm. Stack, 2828 Shields ave. Receiver
F. J. Northrup, 1522 Wabash Ave. Mag. Agent
- 187. LITTLE GIANT; Charleston, Ill.**
Meets in Firemen's Hall 1st and 3d Sundays.
Harry Douglass Master
Samuel Frater Secretary
Harry Douglass Collector
J. F. McDougal Receiver
Morgan Callahan Magazine Agent
- 188. S. S. MEERILL; Chicago, Ill.**
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W. Lake St.
E. P. Tobias, 27 N. Oakley street Master
Wm. O. Cleveland, 100 Washenaw ave., Secretary
Geo. P. Smith, 42 Ardenian ave. Collector
H. Price, 1035 W. Madison St. Receiver
L. L. Gay, 1009 Fulton st. Magazine Agent

- 189. BALDWIN; Ft. Howard, Wis.**
Meets 2d and 4th Sundays, in Narris' Block, Green Bay, Wis.
H. L. Nichols Master
D. E. Hogan, Box 87 Secretary
Jay Parkinson, Box 373, Green Bay, Wis. Collector
M. Sheehy Receiver
Geo. Shequin Magazine Agent
- 190. FERGUSON; Mitchell, Dakota.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
Thos. Barry, Sanborn, Iowa Master
B. B. Slater Secretary
William Phillips Collector
B. F. Slater Receiver
Edward Smith, Sanborn, Iowa Magazine Agent
- 191. CUSTER; Livingston, Montana.**
Meets every Wednesday at 7:30 P. M., at Thompson's Hall.
W. T. Field, L. Box 54 Master
W. F. Kontz, L. Box 16 Secretary
M. K. Mayhew, L. Box 16 Collector
E. J. Healey, Billings, Montana Receiver
J. Martin, L. Box 16 Magazine Agent
- 192. MT. TACOMA; New Tacoma, Washington Ter.**
Meets 2d and 4th Sundays of each month.
J. S. Moss, 912 Tacoma Ave. Master
F. M. Slason Secretary
J. M. Hughes Collector
J. S. Moss, 912 Tacoma Ave. Receiver
F. H. Andrews, 1733 E St. Magazine Agent
- 193. J. B. MAYNARD; Albina, Oregon.**
Meet in Hill's Hall, 2d and 4th Sundays.
J. R. Clark, E. Portland, Oregon Master
H. W. Hall, Box 287, East Portland, Oregon Secretary
D. J. Byrne, Box 287 East Portland, Oregon Collector
H. W. Hall, Box 287, East Portland, Oregon Receiver
J. F. McQuaid, McMinnville, Ore. Mag. Agent
- 194. BONANZA; Missoula, Montana.**
Meets every Monday night in I. O. O. F. Hall
C. H. Marsh, Box 45 Master
E. L. Hollister, L. Box 24 Secretary
Milton Cheney Collector
H. N. Smith Receiver
Samuel Gardner Magazine Agent
- 195. RE-ECHO; Montpeller, Idaho.**
Meets in K. of L. Hall Fridays, at 7:30 P. M.
S. L. Wyssong Master
J. E. Toner Secretary
Ed. Purtell Collector
James Duffy Receiver
James Duffy Magazine Agent
- 196. CLOUD CITY; Leadville, Colo.**
Meets 2d and 4th Fridays at 8:00 P. M., in G. A. Hall.
H. A. Huddleston, Box 330 Master
J. C. Hale, Box 330 Secretary
C. E. Phelan, Box 330 Collector
Jacob Switzer, Box 330 Receiver
George Moore, Box 330 Magazine Agent
- 197. RIVERSIDE; Savannah, Ill.**
Meets 1st and 3d Sunday of each month.
Clarence Latham, Box 446 Master
Ira M. Hurless, Box 79 Secretary
Ira M. Hurless, Box 79 Collector
Wm. C. Lord, Box 147 Receiver
Ira M. Hurless, Box 79 Magazine Agent
- 198. MAPLE CITY; Norwalk, Ohio.**
Meets 1st and 3d Sundays.
V. C. Fitzsimmons, 35 Newton st. Master
H. P. Bayley, 152 Whittlesey ave. Secretary
James Burns, 44 State st. Collector
W. Y. Dennis, 37 W. Seminary st. Receiver
Geo. J. Brown, 111 n-w 8th St. Magazine Agent
- 199. MAHONING; Youngstown, Ohio.**
Meets every other Sunday evening in Union Veteran Hall, Federal Street.
D. Heinselman Master
J. B. Mawby Secretary
J. B. Mawby Collector
W. G. Raney, 199 Hine St. Receiver
Wm. Jas. Reese, 1235 Emma St. Magazine Agent
- 200. GREAT SOUTHERN; Meridian, Miss.**
Meets every Monday evening at 7:30 in B. of L. E. Hall.
M. E. Curry, Box 210 Master
P. McHale, N. O. & N. E. Shops Secretary
J. Finn, 309 N. Fourth Ave. Collector
Jas. Raspberry Receiver
Chas. R. Levi, 650 Rampart St., New Orleans, La. Magazine Agent
- 201. FRIENDLY HAND; Jackson, Tenn.**
Meets 1st and 3d Wednesday nights of each month in K. of P. Hall
J. D. Bledsoe Master
James Gaffany Secretary
C. W. Steelman Collector
J. L. Jones Receiver
J. D. Bledsoe Magazine Agent
- 202. SCIOTO; Chillicothe, Ohio.**
Meets in Clough's Hall 1st Sundays at 2:30 P. M., and 3d Mondays at 7 P. M.
Sehon B. Cook, 338 E. Second St. Master
Lewis Gettle, Jr., 86 N. Sugar St. Secretary
Albert Maunsell, 364 Second St. Collector
Frank Willis, 364 E. Fifth St. Receiver
C. W. Sanders Box 1231 Magazine Agent
- 203. GARFIELD; Garrett, Ind.**
Meets every Friday at 7:30 P. M.
M. W. Smith, Box 169 Master
B. C. Thomas Secretary
Valentine Moughlor Box 27 Receiver
B. C. Thomas Collector
F. Whiteman, Box 26 Magazine Agent
- 204. COTTON BELT; Jonesboro, Ark.**
Meets at Stacy Hall, every Monday at 7 P. M.
A. Donigan Master
L. D. Roberts, L. Box 165 Secretary
A. Donigan Collector
L. D. Roberts, L. Box 165 Receiver
W. B. Williamson Magazine Agent
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
J. R. Musselman, 620 Branner St. Master
C. A. Marsh, 203 Chandler St. Secretary
J. K. Mullins Collector
J. R. Musselman, 620 Branner St. Receiver
John Symington, 207 Hancock St. Mag. Agent
- 206. FORT PICKERING; Memphis, Tenn.**
Meets first Monday and third Saturday of each month at Miller's Hall, corner Fifth and Jackson streets.
Wm. J. Jobe, K. C. M. & B. R. R. Master
Dan S. Ramsey, 328 Union St. Secretary
Martin Glancy, 159 Tennessee st. Collector
D. S. Ramsey, 328 Union St. Receiver
Walter E. Owens, 787 Main St. Mag. Agent
- 207. LOYAL; Meadville, Pa.**
Meets in Arcanum Hall 1st and 3d Thursdays, and 2d and 4th Wednesdays.
C. W. Brown, 89 Poplar st. Master
F. H. Nichols Secretary
Thos. Newberry 357 East Center st. Collector
Thos. S. Taylor, 767 Stewart St. Receiver
Wm. C. Curtis, Vallowia, Pa. Magazine Agent
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in C. M. B. A. Hall; alternate Tuesday and Saturday evenings.
John Hill Master
J. J. Lannan, Box 181 Secretary
J. J. Buckley Collector
Daniel Cregan Receiver
C. A. Allen Magazine Agent
- 209. SARATOGA; Whitehall, N. Y.**
Meets alternate Sundays in Engineer's Hall, Breet's building.
W. J. Herbage Master
D. H. LaCrosse, Box 336 Secretary
D. H. LaCrosse, Box 336 Collector
W. R. Combs Receiver
V. H. Smalley Magazine Agent
- 210. 18-K; Schenectady, N. Y.**
Meets every other Thursday in McCamus' Hall.
Timothy Smith, 315 Romeyn st. Master
J. W. Vrooman, Box 497 Secretary
J. W. Vrooman, Box 497 Collector
J. E. VanVranken, Box 497 Receiver
John W. Vrooman Box 497 Magazine Agent

- 211. ONOKO; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P.M.
Charles Long, 716 Main St. Master
Clarence McKee, 209 S Fifth St. Secretary
James R. Morris, 711 Wilkes Barre St. Collector
A. J. Mickle, 725 Berwick St. Receiver
E. A. Seek, 828 Berwick St. Magazine Agent
- 212. EMPIRE; Watertown, N. Y.**
Meets in Good Templars Hall 3d and 4th Sundays.
T. H. Lynch, 101 Factory St. Master
H. A. French, 42 Coffee St. Secretary
H. A. French, 42 Coffee St. Collector
Geo. B. Walker, 19 Orchard St. Receiver
G. B. Walker, 19 Orchard St. Magazine Agent
- 213. WEST SHORE; Frankfort, N. Y.**
Meets alternate Sundays in Jolin Block.
D. P. Gillen, 80 Lode st., Syracuse, N. Y. Master
Ed. Davis, 8 Henderson st., Syracuse, N. Y. Secretary
D. P. Gillen, 80 Lode st., Syracuse, N. Y., Collector
John Scanlon, 3 Henderson st., Syracuse, N. Y. Receiver
D. P. Gillen, Canajoharie, N. Y. Mag. Agent
- 214. ORIOLE; Baltimore, Md.**
Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.
Albert F. Gibbons, 415 Fifth St. Master
J. W. Akehurst, 442 Federal St. Secretary
H. A. Carnan, 806 E. Lanvall street. Collector
J. N. Jones, 1100 Barclay St. Receiver
F. Gibbons, 1336 Wirt St. Magazine Agent
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in Vaughn's Hall 2 and 4th Sundays at 12:30 P. M.
W. R. Tabor, 222 Fourth St. Master
J. W. Reed, 92 Second St. Secretary
C. P. Lowell, 355 Broadway. Collector
F. P. Brooksby, 80 Washington St., Greenbush, N. Y. Receiver
C. P. Lowell, 355 Broadway. Magazine Agent
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sunday in each month in Grand Army Hall, at 11:30 A. M.
Geo. W. Alden, 94 Mt. Vernon St. Master
O. A. Pope, F. R. R. Engine House, Fitchburg, Mass. Secretary
W. H. Cone. Collector
Geo. W. Alden, 94 Mt. Vernon st. Receiver
O. A. Pope, F. R. R. engine house. Mag Agent
- 217. HEADLIGHT; Brazil, Ind.**
Meets in K. P. Hall 2d and 4th Sunday afternoons.
Elmer P. Collins. Master
Frank Fox. Secretary
Merrian Catlin. Collector
Geo. Dandurand. Receiver
Wm. H. Johnson, Brazil, Ind. Magazine Agent
- 218. PIKES PEAK; Colorado City, Colo.**
Meets every Sunday at 12:30 P. M.
Wm. D. O'Brien. Master
Wm. Walker. Secretary
Amos Allen. Collector
Thos. F. Burns, Box 822, Colorado Springs, Receiver
Wm. Walker. Magazine Agent
- 219. SMOKY CITY; Allegheny, Pa.**
Meet every Monday at 2:30 P. M., in Engineers' Hall, Cor. Bidwell and Pennsylvania Ave.
D. W. Triem, 171 Sheffield street. Master
W. A. Walker, 215 Bidwell St. Secretary
Sam'l S. Overlander, 258 Allegheny av. Collector
H. B. Shaffer, 104 Franklin St. Receiver
R. Beeson, 271 Franklin St. Magazine Agent
- 220. PROVIDENT; Sunbury, Pa.**
Meets 1st and 3d Sundays, in Cooper Hall.
Bailey Kennedy. Master
C. A. Richards. Secretary
A. C. Mitchell. Collector
C. C. Bowen, Sunbury, Pa. Receiver
Harvey Buck, 1835 Franklin Place, Harrisburg, Pa. Magazine Agent
- 221. HUBON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
T. Killott. Master
Ed. Everett, Box A. Secretary
J. McMillian. Collector
Wm. K. Forbes. Receiver
Chas. Farmer. Magazine Agent

- 222. WEBSTER; Fort Dodge, Iowa.**
Meets at G. A. R., Child's block, 1st and 3d Sundays at 2 P. M.
C. W. Gardner, Box 788. Master
O. G. Anderson, Box 49. Secretary
Charles Taff. Collector
O. G. Anderson, Box 49. Receiver
. Magazine Agent
- 223. ASHLAND; Lexington, Ky.**
Meets 1st and 3d Thursdays in I. O. O. F. Hall.
Thos. J. Kane, 298 E. Main St. Master
Frank Brandt, 227 E. Main St. Secretary
S. W. Malick, 199 E. Main St. Collector
Frank Brandt, 227 E. Main St. Receiver
S. W. Malick, 199 E. Main St. Magazine Agent
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets 3d and 4th Sundays at 3 P. M. at Odd Fellow Hall.
Abe Vogel, L. Box 944. Master
Hubert Gans. Secretary
John Mournan. Collector
Abe Vogel, L. Box 944. Receiver
J. A. Dickinson, Box 1128. Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
Meets every Monday night in Smith's Hall.
Burton Wheatley. Master
W. H. Wadland. Secretary
Con Goulding. Collector
Will Blannerhassett. Receiver
T. L. Drummond. Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays at 8 P. M.
J. H. Dunkin, L. Box 100. Master
W. M. Nicol, L. Box 230. Secretary
J. Barry. Collector
W. M. Nicol, L. Box 230. Receiver
J. H. Duncan. Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets 1st Wednesday and 4th Saturday at 7:30 P. M. at Stevens' Hall, North Chenango St.
Wm. A. Wrigley, 23 Doubleday St. Master
G. B. Warner, 80 Lewis St. Secretary
Wm. A. Wrigley, 23 Doubleday St. Collector
Theodore Haskins, 80 Virgil St. Receiver
G. B. Warner, 80 Lewis St. Magazine Agent
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M., in the First National Bank, No. 332 Lackawana ave.
Chas. H. Travis, 716 Adams ave. Master
J. G. Burnett, 405 North Main St., West Scranton. Secretary
E. M. Tewksbury, 231 Fairview Ave, Hyde Park. Collector
Judson Bayly, 514 E. Market St. Receiver
A. R. Woodward, 604 Court St. Mag. Agent
- 229. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
Wm. A. Keene, 145 Bleecker st. Master
J. G. Agans, Box 383, Canastota, N. Y. Secretary
John A. Weigand, 32 Hubblest. Collector
Alonzo E. Pease, 42 Mohawk st. Receiver
J. G. Agans, Box 383, Canastota, N. Y. Mag Agent
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.
Wm. H. Bagley, 677 Clinton ave. Master
Courtland Maher, 95 West ave. Secretary
E. F. Markhart, 30 Lexington ave. Collector
Geo. M. Jeffers, 38 Ontario St. Receiver
Geo. Heckman, 108 Western Ave. Mag. Agent
- 231. DELAWARE; Wilmington, Delaware.**
Meets 1st and 3d Sundays at 2:30 P. M., corner Third and King Streets.
T. D. Mount, 404 Lombard St. Master
G. H. Larimore, 405 Lombard St. Secretary
L. L. Sargent, 618 west 4th St. Collector
E. M. Sargent, 618 West 14th st. Receiver
E. J. Gordon, 621 Lombard St. Mag. Agent
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays of each month, at 1 P. M., in K. of H. Hall.
D. H. Smith, Box 1431. Master
W. H. Tidback, Box 1431. Secretary
W. J. Herlihy. Collector
S. Gildersleve, Box 1431. Receiver
H. B. Weedon, Drawer 104, Norwich, N. Y. Magazine Agent

- 233. GLAD TIDINGS; Moncton, New Brunswick.**
Meets 1st Saturday evening and 3d Sunday afternoon in Victoria Hall.
Frank Probert Master
Kenneth Campbell, Box 286 Secretary
Wm. H. Gay Collector
Richard H. Coggan, Box 81 Receiver
John Stewart, Jr. Magazine Agent
- 234. NORTH BAY; North Bay, Ontario.**
Meets 1st and 3d Sundays, in B. of L. F. hall,
W. R. Boucher Master
W. J. Thurlow, 119 Main St. Secretary
Wm. H. Hollandal Collector
H. G. Reid Receiver
John Beattie Magazine Agent
- 235. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 26th St. and Penn Ave. every Sunday
at 2 P. M.
James W. Murphy, 3491 Denny St. Master
Peter S. Williams, 2908 Penn Ave. Secretary
Wm. J. Adams, Arch St. above 28th Collector
Henry B. Duff, corner Smallman and 26th
Sts. Receiver
Robert O. Ferren, 2908 Penn st. Magazine Agent
- 236. HINTON; Hinton, West Virginia.**
Meets 1st and 3d Wednesdays at 1:30 P. M. and 2d
and 4th Saturdays at 7:30 P. M.
Wm. A. Callahan Master
J. R. Nutty Secretary
John P. Steele Collector
J. R. Nutty Receiver
Julius Grether, Box 118 Magazine Agent
- 237. CENTRAL PARK; Central Park, Ill.**
Meets 1st and 3d Sundays, in Tilton's Hall.
Pen Dean, Box 101 Master
M. J. O. L. Kennedy, 549 W. Ohio St.,
Chicago, Secretary
Herbert L. Brink Collector
Thad. Chew Receiver
Horace Brink Magazine Agent
- 238. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
H. C. Kehlman, 1134 Jefferson St. Master
W. Shepherd Secretary
Ambrose E. Mercer Collector
Henry Korts, 317 5th St. Receiver
Henry Korts, 317 5th St. Magazine Agent
- 239. BUCKEYE; Delaware, Ohio.**
Meets 2d and 4th Sundays, in Reid & Powell's
Hall, at 1 P. M.
Benj. Dettleback, 881 E Central ave Master
T. Maloney, 819 E Central ave Secretary
J. H. sch, 216 E Central ave Collector
F. S. Volk, 16 Hammond st. Receiver
James J. Quinlan, Box 405 Magazine Agent
- 240. GILBERT; Jackson, Mich.**
Meets every Monday at 7:30 P. M.
Geo. E. Chapman, 408 Hamlin St. Master
J. H. Bentley, 116 Courtlandt Secretary
M. A. Henry, 337 Quarry St. Collector
D. Green, 211 Orange St. Receiver
George Holden, 305 Beech st. Magazine Agent
- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meet 2d and 4th Sundays of each month, at 1:30
P. M., at Liberty Hotel Laurell St.
John Gleam, Box 300 Master
Geo. W. Dipple Secretary
John McCall, Box 300 Collector
Andrew Krapi, Box 300 Receiver
John J. Pickering, Box 300 Magazine Agent
- 242. LIBERTY; Elmira, N. Y.**
Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.
W. J. Drake Master
J. T. Lonergan, 1101 Benton st. Secretary
J. B. Carpenter, 714 E Oak st. Collector
Chas. Barker, 370 McGee St. Receiver
Daniel Keefe, 800 W. Fifth St. Magazine Agent
- 243. J. H. SELBY; Texarkana, Texas.**
Meets every Sunday at 2 P. M.
E. H. Christman Master
F. S. Wallace, Texarkana, Ark Secretary
W. B. Allison Collector
E. H. Christman Receiver
E. H. Christman, Glass Box 362 Magazine Agent
- 244. T. P. O'BOURCE; Chicago, Ill.**
Meets 1st Thursday at 8 P. M. and 3d Sunday at
2:30 P. M., Cor. 14th and Jefferson Sts.
E. Atkin, 180 Maxwell st. Master
Chas. Naylor, 5520 Wentworth st., Engle-
wood, Ill. Secretary
E. Atkins, 180 Maxwell st. Collector
N. E. Nare, 5637 Atlantic St., Engle-
wood, Ill. Receiver
P. C. Winn, 330 W. 12th St. Magazine Agent
- 245. GEORGIA; Savannah, Ga.**
Meets every Thursday at 7:30 P. M. and 3d Sunday
at 2:30 P. M.
J. Murphy, Berrien & Montgomery st. Master
Adam Hutton, 117½ Barnard St. Secretary
F. L. Kempf, Sims and Guerard st. Collector
Fleming Goolahy, 212½ Harris St. Receiver
J. J. Gordon, 101½ Montgomery St. Magazine Agent
- 246. MACON; Macon, Ga.**
Meets at M. & W. depot every Sunday.
James Boatwright, 454 Oak St. Master
J. T. Taylor, 553 Boundry St. Secretary
E. T. Adams, 718 Pine st. Collector
J. T. Taylor, 553 Boundry st. Receiver
E. B. Shell, 1315 Fourth St. Magazine Agent
- 247. KENNESAW; Atlanta, Ga.**
Meets every Sunday at 2 P. M., at 49½ Broad St.
W. H. Mollingsworth, 390 Houston St. Master
J. B. Wallace, W. & A. E. R. Secretary
W. L. Simmons, E. T. V. & G. E. R. Collector
John M. Baird, 194 Powers St. Receiver
Geo. Fechter Magazine Agent
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at 1:30 P. M., in G. A. R.
Hall.
C. A. Mahan, Box 767 Master
J. S. Brown, Box 704 Secretary
Wm. Rose Collector
H. L. Adams, Box 537 Receiver
Chas. Wellsell, Box 530 Magazine Agent
- 249. CALUMET; South Chicago, Ill.**
Meets 2d Sunday at 2:30 P. M., and 4th Sunday at
7:30 P. M., in Engineer's Hall, South Chicago.
Frank Rapp, Judd, Cook Co., Ill. Master
A. Melville, Judd, Cook Co., Ill. Secretary
Ernest Ingram, Judd, Cook Co., Ill. Collector
O. J. Austin, Judd, Cook County, Ill. Receiver
O. J. Austin, Judd, Cook Co., Ill. Magazine Agent
- 250. GOLDEN LINK; Wilkesbarre, Pa.**
Meets 1st and 3d Sundays of every month at Se-
nior Mechanic's Hall.
E. A. Reley, Ashley, Pa. Master
W. C. Dougherty, 71 Kidder St. Secretary
W. C. Dougherty, 71 Kidder St. Collector
C. Vanwhy, Ashley, Pa. Receiver
Elmer E. Butts, Ashley, Pa. Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets at Stahl's Hall 1st and 3d Sundays.
H. B. Fulton, East Mauch Chunk Master
John McAllister, Box 275 Secretary
Lafayette Wildonner, Box 275 Collector
C. Roberts, Box 275 Receiver
L. H. Yetter, Box 275 Magazine Agent
- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1
P. M.
Wm. Cobaugh Master
Lafayette Friday Secretary
Joseph Dennison Collector
W. M. Hinkle Receiver
H. A. Bennett, Box 531 Magazine Agent
- 253. TRENTON; Trenton, N. J.**
Meets in Bayard Post No. 8, G. A. R. room at 34
E. State St. 1st and 3d Sundays of each month.
John Hatfield, 47 Hart ave. Master
Robert Stackhouse, 697 Broad St. Secretary
Thos. H. Decator, 47 Hart Ave. Collector
Frank P. Parsons, 175 Brunswick Ave. Receiver
Wm. C. Massey, 157 Pamaic St. Magazine Agent
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays, at 7:30 P. M. in Ma-
sonic Hall.
W. T. Mahoney Master
John T. Heatwoll Secretary
H. F. Reineohl Collector
P. J. Farrell Receiver
H. F. Reineohl, Box 524 Magazine Agent

- 265. NEIGHBOR; McCook, Neb.**
Meets in Masonic Hall 1st and 3d Wednesdays,
and 2d and 4th Saturdays.
J. W. Jackson, Box 95 Master
J. V. Dailey, Box 248 Secretary
John Perry, Box 119 Collector
G. A. Tolander, L. Box 521 Receiver
Frank McAdams, Box 216 Magazine Agent
- 266. HIGH LINE; Como, Colo.**
Meets every Thursday 7:30 P. M. in McFarlin Hall
Geo. W. McAleer, Box 47 Master
M. D. Finn Secretary
Wm. Dunning Collector
Alford Blanchard Receiver
G. A. Milroy Magazine Agent
- 267. KIT CARSON; Baton, New Mexico.**
Meets every Sunday in Engineer's Hall, on First
street, at 2 P. M.
John W. Cullen Master
Alfred E. Cullen Secretary
B. F. Pine Collector
James McPherson Receiver
Chas. Miller, Box 56 Magazine Agent
- 268. RENO; Nickerson, Kansas.**
Meets in Odd Fellows Hall every Thursday
evening at 7:30.
Fred Shirk, Box 102 Master
C. W. Arnold, L. Box 29 Secretary
W. T. Smith Collector
J. S. Wood, L. Box 18 Receiver
E. A. Devaux Magazine Agent
- 269. D. J. CHASE; Ashland, Wis.**
Meets 1st and 3d Sundays at 2 P. M., in Good
Templars' Hall, Cor. 2d and 4th Ave., west.
W. Buckley, 602 Front Ave Master
Wm. Lamb, 309 Willis Ave Secretary
J. W. Ralston, 1418 St. Clair St. Collector
M. J. Wilson, 307 Seventh Ave., east Receiver
T. A. Hubbell, 204½ W. 2d St. Magazine Agent
- 270. CALIFORNIA; Sacramento, Cal.**
Meets 2d and 4th Tuesdays in Red Men's Hall,
Masonic building, 8th and K Sts.
E. Kuns, 1811 Ninth St. Master
G. E. Hanford, Box 107 Secretary
C. W. Cox, 1517 N St. Collector
J. D. Cummings, Box 107 Receiver
G. E. Hanford, Box 107 Magazine Agent
- 271. MAGDALENA; San Marcial, New Mexico.**
Meets 1st Sunday 3d Tuesday in Masonic hall.
L. V. McLoughlin Master
John Connell Secretary
W. G. Mathews, Box 52 Collector
Frank Ewing Receiver
George S. Lewis, Box 108 Magazine Agent
- 272. QUEEN CITY, West Toronto Junct., Ont.**
Meets 1st and 3d Mondays, and 2d and 4th Tues-
days at Carlton Hall.
W. E. Ritchey, Box 61 Master
John Donaldson Secretary
William Hyndman, Box 61 Collector
John Price Receiver
A. Madden Magazine Agent
- 273. ALAMO; Taylor, Texas.**
Meets every Wednesday at Alamo Hall.
John C. Askew, Box 10 Master
S. M. Bridgewater, Lox Box 10 Secretary
Sam D. Moore Collector
W. S. Carter Receiver
A. Brownson Magazine Agent
- 274. J. K. GILBREATH; Butte City, Montana.**
Meets every Thursday at 8 P. M., in Cobban Hall,
South Butte, Montana.
C. H. DeCamp, Box 190, South Butte Master
Geo. Cross, South Butte Secretary
H. S. Landis, Box 94, South Butte Collector
J. S. Sweeney, South Butte Receiver
Mac. Haskins, South Butte, Mon Mag. Agent
- 275. GRAND RIVER; Grand Rapids, Mich.**
Meets 1st and 3d Sundays at 2:30 P. M. in I. O. O.
F. Hall.
H. Norris, 59 River avenue Master
G. P. Downey, 18 Wenham avenue Secretary
Walter Follett Collector
J. Kitzelman, 68 California St. Receiver
Elmer E. Decker, 447 S. Division St. Mag. Agent
- 276. JOHN HICKEY; South Kaukauna, Wis.**
Meets 1st and 3d Mondays at 7:30 P. M., and 2d
and 4th Sundays at 2 P. M.
Matt Nilan, L. Box 81 Master
H. O. Fuller, L. Box 81 Secretary
W. J. Sullivan, L. Box 81 Collector
W. Frances, L. Box 81 Receiver
Laurence Hoffman Magazine Agent
- 277. ENDEAVOR; Algiers, La.**
Meets at Castle Hall every Thursday at 7:30 P. M.
M. H. Brown, 78 Webster Ave Master
Wm. Maguire, 54 Vallette St. Secretary
A. H. Flynn, 87 Pacific avenue Collector
W. T. Danner, 115 Pacific Ave Receiver
A. H. Flynn, 87 Pacific Ave Magazine Agent
- 278. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
D. V. Cahill, care 801 cor. McCreary and
Hines St., Nashville, Tenn Master
D. V. Cahill, care 801 cor. McCreary and
Hines St., Nashville, Tenn Secretary
Jas. Harrington, 810 Long St. Collector
Tim O'Leary, 1805 Patterson st., Nashville,
Tenn Receiver
- 279. O. K.; Cincinnati, Ohio.**
Meet 1st and 3d Sundays at Eagle Hall, S. W. cor.
8th St. and Central Ave.
Jas. F. Luddon, 110 Cass St. Master
R. E. McKensie, 151 Baymiller St. Secretary
W. C. Conn Collector
G. S. Kershner, 1384 Greenup St., Cov-
ington, Ky Receiver
Ed. Cullen, 27 Budd St. Magazine Agent
- 280. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday of each month at 2 P. M., and
3d Saturday at 7:30 P. M.
Oliver Johnson, 821 11th Ave., S Master
C. D. Fultz, 2808 17th Ave., south Secretary
A. M. Getchell, 27 Second St. S. Collector
Geo. Cavanaugh, 2309 25th St., S Receiver
Ambrose Powell, 3020 26th Ave. So., Mag. Agent
- 281. BYRAM; Stanhope, N. J.**
Meets in Drake's Hall 2d and 4th Sundays at 4 P. M.
R. A. Trezise, Port Morris Master
Wm. Weller, Port Morris Secretary
J. F. Schappell, Port Morris Collector
M. T. Dickerman, Port Morris Receiver
M. T. Dickerman, Box 81, Port Morris, N.
J Magazine Agent
- 282. WILSON; Junction, N. J.**
Meets 1st and 3d Sundays, in Well's Hall.
John S. Eveland Master
John E. Dineen Secretary
James P. Butler Collector
John B. Everett Receiver
John S. Eveland Magazine Agent
- 283. DENVER; Denver, Colo.**
Meets every Monday night in P. O. S. of A. Hall,
corner 15th and Holladay Sts.
C. H. Curtis, 453 Clark St. Master
Edgar F. Ballow, 1273 S. Ninth St. Secretary
C. S. Hull, 1018 S. Ninth St. Collector
Sam Fowler, Lindell Hotel, Denver Receiver
J. E. Nichols, 2221 Lawrence St. Magazine Agt
- 284. JACKSON; Clifton Forge, Va.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Odd
Fellows Hall.
R. R. Johnson Master
J. H. Housman Secretary
R. B. Donovan Collector
J. H. White, 811 Stewart St., Staunton Receiver
R. R. Johnson Magazine Agent
- 285. LEE; Richmond, Va.**
Meets in Thorn's Hall Cor. 17th and Main sts., 1st
and 3d Sundays at 1:30 P. M.
Wm. J. Burke, C. & O. Round House Master
W. A. Demaine, C. & O. Round House Secretary
W. R. Sanders, Crow's Hill, Carrington st,
Henrica co., Va. Collector
Wm. J. Burke, C. & O. Round House Receiver
W. R. Sanders, Carrington st, Crow's Hill,
Henrica co., Va. Mag. Agent

- 276. REGINA; Vancouver, B. C.**
Meets on 1st Sunday and 3d Monday of each month.
D. A. Morton Master
Angus Morton Secretary
Angus Morton Collector
Fred Clutterbuck Receiver
Harry Andrews Magazine Agent
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
O. E. Adams, L. & N. Shops Master
R. H. McCarty, L. & N. Shops Secretary
R. H. McCarty, L. & N. Shops Collector
Frank I. Carney, L. & N. Shops Receiver
W. A. Crawford, L. & N. Shops Magazine Agent
- 278. ANDERSON; Vicksburg, Miss.**
Meets 1st and 3d Tuesdays at 2 P. M. and 2d and 4th Fridays at 7 P. M.
H. V. Nevill, 1107 S. Washington St. Master
W. E. Stiner, 1107 S. Washington St. Secretary
D. P. Weaver, 1107 S. Washington St. Receiver
E. R. Wright, 1107 S. Washington St. Collector
E. Wright, 1107 So. Washington St. Mag. Agent
- 279. NETTIE; McComb City, Miss.**
Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.
J. Lee Colton Master
Eddie C. Fardish Secretary
Eddie C. Fardish Collector
Ike H. Martin, Box 87 Receiver
E. M. Coe, Box 87 Magazine Agent
- 280. OZARK; Thayer, Mo.**
Meets Sundays at 9 A. M. in Sachs' Hall.
W. H. Lohnes, Box 237 Master
Jacob Myers, Box 185 Secretary
G. E. Beaumont Collector
C. P. Countryman Receiver
Henry I. Ogile Magazine Agent
- 281. TUNNEL HILL; New Albany, Ind.**
Meets in Hedden's Hall 1st and 3d Sundays at 2 P. M.
Walter Ashcroft, Box 75 Master
Ben Goedecker, Box 75 Secretary
John Keane, Box 75 Collector
W. H. Stephens, Jr., Box 75 Receiver
John S. Keane, Box 75 Magazine Agent
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meets in Lott's Hall on 1st and 3d Sundays at 2:30 P. M.
J. T. Worsham Master
C. Minniear Secretary
Wm. Murphy Collector
C. Minniear Receiver
J. T. Worsham Magazine Agent
- 283. LACKAWANNA; Great Bend, Pa.**
Meets in Kestler's Hall 2d Sunday and 4th Wednesday.
F. J. May, Halstead, Pa. Master
E. Edenger, Box 67, Great Bend, Pa. Secretary
W. B. Trobridge, Halstead, Pa. Collector
H. P. Trowbridge, Halstead, Pa. Receiver
S. H. Wells, Great Bend, Pa. Mag. Agent
- 284. ELM CITY; New Haven, Conn.**
Meets at Elk's Hall, 852 Chapel St. 1st Saturday and 3d Sunday afternoon.
Edw. A. Ferrell, 159 Rosette St. Master
Eugene S. Alling, 123 Cedar St. Secretary
H. Gamester, 135 Cedar St. Collector
Wm. A. Pyle, 46 Arthur St. Receiver
Chas. A. Baldwin, 243 Greenwich Ave. Magazine Agent
- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month, Cor Pratt and Main Sts., in Bliss Hall.
Henry L. Stearns, 4 Wooster St. Master
Emery E. Bill, 27 Vine St. Secretary
A. M. Porter, East Hartford Collector
Henry L. Stearns, 4 Wooster St. Receiver
H. E. Osmond, 40 Windsor St. Magazine Agent
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meets in B. L. E. Hall 2d and 4th Sundays at 2 P. M.
John C. Kull, cor. Washington and Astor Sts., Meyers' Hotel Master
Adolphus Fixel, 1214 Miller St. Secretary
Robert Steiner, 224 N. 4th St. Collector
Wesley Beck, 124 Sears St. Receiver
A. Fixel, 1214 Miller St. Magazine Agent
- 287. ALTOONA; Altoona, Pa.**
Meets every Sunday at 2 P. M. in Ott's Hall, 12th st.
J. C. Brode, 1004 Nineteenth St. Master
W. E. Burket, 1409 Thirteenth ave. Secretary
E. K. Gerhard, 1808 Union Ave. Collector
F. A. Davis, 1808 Union Ave. Receiver
P. F. Allen, 1218 Sixteenth avenue Mag. Agent
- 288. KENNETT; Katherville, Iowa.**
Meets 1st Sunday and 3rd Monday at 7:30 P. M. in Masonic Hall.
Geo. Godden, Box 76 Master
P. J. Sullivan, Box 48 Secretary
A. L. Houlthouser, Box 5 Collector
R. S. Robinson, Box 102 Receiver
D. L. Post, Box 78 Magazine Agent
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine Master
Geo. Morgan, Box 575 Secretary
Wm. H. Anyan Collector
Wm. Edwards Receiver
Wm. Edwards Magazine Agent
- 290. MARION; Hannibal, Mo.**
Meets in Emmet Hall, 2d & 4th Sundays at 7 P. M.
Geo. Y. Lee, 413 Fourth st., south Master
L. R. Bickel, 120 Third st. So. Secretary
J. T. Hart, 412 Washington St. Collector
Geo. Y. Lee, 413 4th St. S. Receiver
L. R. Bickel, 120 Third st., So. Mag. Agent
- 291. ATLANTIC; Brooklyn, N. Y.**
Meets 2d Saturday evenings and 4th Sunday mornings at Pythian Hall.
Geo. P. Smith, 46 Williams Ave., 26th ward, Master
Wallace Duryea, 1103 Herkimer st. Secretary
John Logue, 46 Williams ave, 26 ward Collector
Thos. H. Smith, 707 Madison St. Receiver
Ed. Locke, Sackman St., bet. E. New York and Liberty Ave., Station E., Brooklyn, N. Y. Mag. Agent
- 292. POCAHONTAS; Holden, Mo.**
Meets in Odd Fellows' Hall, 2d and 4th Saturday.
J. A. Bray Master
Geo. P. Reed Secretary
W. A. Bedell Collector
W. M. Bedell Receiver
G. R. Johnson Magazine Agent
- 293. LAFAYETTE; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2827 Fremont St. Master
W. McLoughlin, 1521 Wood St. Secretary
L. Faber, 806 Buttonwood St. Collector
G. W. Nevill, 1541 Palmer St. Receiver
Mag. Agent
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
J. T. Looney, 188 E. Main street, Lexington, Ky. Master
Lee A. D. Tate Secretary
E. L. Newcomb Collector
J. T. Looney, 199 E. Main St., Lexington, Ky. Receiver
E. A. T. Watkins, Box 202 Mag. Agent
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
Martin M. Mitchell, 801 Switz st. Master
John J. Shehan, 522 Esplanade st. Secretary
John J. Shehan, 522 Esplanade st. Collector
Martin Gillin, 813 Switz st. Receiver
F. W. Duncan, 506 Brady St. Magazine Agent
- 296. IRON RANGE; Duluth, Minn.**
J. A. Daigleish, 1916 W. Michigan st. Master
J. G. Defond, 1916 W. Michigan st. Secretary
A. Dahl, 2132 W. Second at Collector
J. G. Defond, 1916 W. Michigan St. Receiver
A. Dahl, 2132 Second St., west Mag. Agent
- 297. CLARK; Jeffersonville, Ind.**
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 392 Master
C. E. Buehler Secretary
Thos. White Collector
A. B. Chambers Receiver
P. A. Coleman Magazine Agent

- 298. GLENCOE; St. Louis, Mo.**
Meets at 2817 Chouteau Ave., 1st and 3d Mondays at 1:30 P. M.
Geo. T. Andrews, 2029 Eugenie Street . . . Master
J. W. Reynolds, 2132 Gratiot St. . . . Secretary
Charles A. Durnell, 512 Montrose ave. . . Collector
W. J. Murphy, 814 Montrose ave. . . Receiver
H. L. Dedrick, 622 Argyle Ave. . . . Mag. Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
W. W. Ogline, Alliance Master
Geo. W. Reed Secretary
Henry B. Ellett, Alliance Collector
Chas. H. Ridge, Lock Box 87 Receiver
W. S. Brown Magazine Agent
- 300. HARBOR CITY; Michigan City, Ind.**
Meets alternate Mondays in I. O. O. F. Hall.
Wm. Campbell, Box 737 Master
W. H. Roe L. Box 644 Secretary
Charley Brown, Box 449 Collector
Willie Williamson, Box 153 Receiver
Lew Willson, 7th street Magazine Agent
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. in Engineer's hall.
Samuel J. Norris Master
W. C. Baldwin Secretary
Frank W. Thompson Collector
Wm. M. Weeks Receiver
W. C. Baldwin Magazine Agent
- 302. YOUGHIOGHENY; Connellsville, Pa.**
Meets at 2 P. M. on 1st and 3d Sundays in Reisinger Hall, Main St.
J. P. Smith, Box 261 Master
A. C. Plante Box 173 Secretary
E. A. McPhee, Box 387 Collector
A. C. Plante, Box 173 Receiver
W. J. Keenan, Box 38 Magazine Agent
- 303. VILLA PARK; Streator, Ill.**
Meets 2d and 4th Sundays at 2 P. M. at Schlitz Hall, corner Main and Vermillion Sts.
J. J. Corcoran, 151 N. Monroe St. . . . Master
T. W. White, 261 N. Mason St. . . . Secretary
Moses Cantlin, 100 N. Monroe St. . . Collector
James Nance, 118 N. Everett St. . . Receiver
J. D. Menough, 118 N. Everett St. . . Mag. Agent
- 304. THREE BRANCH Argenta, Ark.**
Meets every Saturday evening at 7:30 P. M., in Lemmer's Hall, Argenta, Ark.
John E. Powers Master
Sam R. Addis Secretary
G. J. Scaggs Collector
Robert G. Curtis Receiver
B. A. G'Sell, Tex. & St. L. shops, Pine Bluff, Ark. Mag. Agent
- 305. UNWIN; Rat Portage, Ontario.**
Meets in Garfield Hall, every Wednesday evening.
Wm. Burrage, Box 40 Master
Russell Woods Secretary
Wm. Munt Collector
Chas. Unwin Receiver
Wm. Burrage, Box 40 Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 4 P. M. in Temple Hall, Sanborn Block.
J. C. Muzey, 17 Green St. Master
F. H. Favor, 11 Fremont St. Secretary
Z. H. Durkee, Box 248, White River Junction, Vt. Collector
James Burbeck, 14 Essex St. Receiver
C. S. Woods, West Lebanon, N. H. . . Mag. Agent
- 307. HAMDEN; Springfield, Mass.**
Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
Chas. A. Chapin, B. & A. Engine House . . Master
J. A. Simons, 122 Patton St. Secretary
John Fenton, 108 Congress St. . . . Collector
M. D. Newton, Merrick, Mass. . . . Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent
- 308. BELLE HAVEN; Alexandria, Va.**
Meets 2d and 4th Sundays at Lunt's Hall.
Wm. M. Mansfield, 1018 Duke St. . . . Master
J. B. Fitzgerald, 1012 Duke St. . . . Secretary
H. J. Mortimer, Duke St. Collector
W. A. Moor, Duke St. Receiver
H. J. Mortimer Magazine Agent

- 309. BARTHOLDI; Long Island City, N. Y.**
Meets 2d Mondays and 4th Saturdays in Schwalenberg Hall.
Wm. J. Simon, Box 73, Shuetsen Park, L. I., N. Y. Master
Jno. W. Brown, 147 Dupont St., Green Point, L. I., N. Y. Secretary
Edward Murphy, Sag Harbor, L. I. . . Collector
Frank Sembler Receiver
W. A. Barnum, College Point, L. I. . . Mag. Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
Meets alternate Mondays and third Sundays in Chosen Friends Hall.
H. C. Martin Master
Joshua T. Cole, Secretary
W. J. Toole Collector
G. B. Meyers, Box 108 Receiver
Joshua T. Cole Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Ia.**
Meets in V. A. L. Hall 1st and 3d Sundays.
Wm. B. Tidball Master
Charles M. Soodrich Secretary
Ed. L. Candon Receiver
Dennis E. Curran Collector
E. L. Candon, Box 126 Magazine Agent
- 312. BLUE VALLEY; Wymore, Neb.**
Meets in Masonic Hall 1st and 3d Sundays.
W. F. Hackert, Box 133 Master
B. A. Downen Secretary
Jacob M. Long Collector
S. E. Fulton, Box 85 Receiver
B. A. Downen Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets alternate Mondays at 7:30 P. M.
John Donovan, 252 N. Fifth St., Kansas City, Master
P. W. Murphy, 256 Colorado Ave., Kansas City Secretary
Oscar Kengoot, 314 Colorado Ave., Kansas City Collector
Edgar C. Haddock, 120 N. Fifth St., Kansas City Receiver
E. C. Haddock, 120 N. 5th St., Kansas City, Kan. Magazine Agent
- 314. MUTUAL; Knoxville, Tenn.**
Meets 1st and 3d Wednesdays at 7:30 P. M. in Engineer's Hall, North Knoxville, Tenn.
Frank A. Stephens Master
Walter Green, 303 E. Park St. Secretary
G. L. Key, 144 E. Park St. Collector
W. T. Armstrong Receiver
J. E. Lancaster, 5 E. Deponst St. . . . Mag. Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at Odd Fellows Hall, 101 Hudson avenue.
J. M. Williams, Canal St, Troy Master
H. A. Norton, 119 Hudson Ave Secretary
Jas. A. Dardis, 85 James St. Collector
H. R. Peach, 44 George St Receiver
H. A. Norton, 119 Hudson Ave Mag. Agent
- 316. ONEGA; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at Siebert's Hall, corner Jefferson and Bristol Sts.
W. H. Walsh, 1903 Broadway Master
John Shaffer, D. L. & W. shops Secretary
P. J. Donovan, 780 S Division St . . . Collector
Robt. O. Williams, 89 Watson St . . . Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent
- 317. MOUNT PENN; Reading, Pa.**
Meets 1st and 3d Sundays, at 9:30 A. M. in Bland's Hall, 9th and Penn Sts.
Daniel J. Dexter, 1009 Elm St. Master
Wm. Gordon, 636 Green St. Secretary
James Madden, 706 Franklin St . . . Collector
L. Brownback, 417 N. 10th St. . . . Receiver
M. W. Potteiger, 547 N. Ninth St. . . . Mag. Agent
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**
Meets 1st and 3d Monday evenings at 7:30, in Speck's Block, cor. 2d and Haslewood avenue.
J. F. Willis, Glenwood, 23d Ward . . . Master
R. C. Chamberlain, Glenwood, 23d Ward . . Secretary
Clayton L. Wertz, Glenwood, 23d Ward, Collector
F. J. Thower, Euler Alley, 14th Ward . Receiver
Wm. Carter, 23d Ward, Lytle St. . Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.

Meets every Tuesday at 7:30 P. M. in I. O. O. F. Hall.

I. L. Hardesty Master
J. C. Faigt Secretary
John Roach Collector
Harry R. Brown, Jr. Receiver
Harry R. Brown, Jr. Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

Meets 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M. at Wilde's Hall, corner Seventh and Bradley Sts.

D. Lordan, 319 Burr St., St. Paul Master
J. H. Salley, 617 Minnehaha St., St. Paul, Secretary
Peter Copeland, 468 Case St., St. Paul Collector
R. A. Hetherington, 506 Beaumont St., St. Paul Receiver
T. C. Hetherington, 562 E. Seventh St., St. Paul Magazine Agent

321. SNOW DRIFT; Chapleau, Ont.

Meets in B. of L. F. Hall, First and Third Mondays at 7:30 P. M.

A. Rathwell, C. P. R. R. Master
W. J. Devlin, C. P. R. R. Secretary
Mark Bowles Collector
J. McAdams, C. P. R. R. Receiver
Herbert D. Gay Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.

Meets 2d and 4th Sundays of each month, at S. E. cor. 10th and Spring Garden Sts.

C. W. Weidner, 708 Kohn St., Morristown, Master
James Haas, 2135 Darien St. Secretary
Wm. Ashton, 1210 Oakdale St. Collector
Joseph Harrison, 688 Jay St. Receiver
John Kiple, 908 Green St. Magazine Agent

323. ANTHEACITE; Tamagua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.

Jas. J. Herty Master
Wm. Heckman, Box 367 Secretary
Michael Schmauch Collector
Wm. J. Dintinger, Box 347 Receiver
Jos. Mucklow Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.

Meets 2d and 4th Sundays of each month at 1:30 P. M. in News Item Hall.

J. W. Fisher, Box 222 Master
Jeremiah Haley Secretary
Jeremiah Haley Collector
Geo. Mensch Rupert, Columbia Co., Pa., Receiver
W. Bowman, Milton, Pa. Magazine Agent

325. SCHULKILL VALLEY; Pottsville, Pa.

Meets 2d and 4th Sunday evenings of each month.

Jesse M. Elder, 701 Market St. Master
John E. Brosious, 122 So. 3d St. Secretary
W. H. Ossman, 122 N. Coal St. Collector
W. H. Sowers, 402 W. Savoy St. Receiver
Nicholas Knebles, 45 E. Savoy St., Palo Alto, Pottsville Magazine Agent

326. FOLWELL; Bradford, Pa.

Meets 1st and 3d Sunday evenings in G. A. R. Hall.

G. P. Clough, 6 Allison St. Master
M. W. Maybee, 7 Pike St. Secretary
C. Billington, 28 Hilton St. Collector
G. P. Clough, 6 Allison St. Receiver
P. T. Lane, 18 Boyeston St. Magazine Agent

327. SILVER MOUNTAIN, Needles, Cal.

Meets every Saturday evening in B. of L. F. Hall.

Wm. Field Master
Leonard Letyinger Secretary
Chas. Dittenbaugh Collector
M. H. Smith Receiver
John M. Griffith Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.

Meets in K. P. Hall alternate Sundays at 2 P. M.

A. F. Zinn Master
E. W. Carpenter Secretary
A. M. Roger Collector
J. Rowan Receiver
V. M. Mullis Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.

Meets 1st and 3d Sundays at 7:30 P. M. in Masonic Hall.

H. E. Wade Master
A. Dillon, L. Box 183 Secretary
John Milheiser, Box 102 Collector
R. J. Dunlap, Box 219 Receiver
R. J. Dunlap, Box 219 Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets 2d and 4th Sundays at 2:00 P. M. at Melville Hall, Armourdale, Kan.

J. J. Barr, 835 Park Ave. Master
Frank Vaughn, 909 Kansas Ave., Armourdale Secretary
J. J. Barr, 835 Park Ave. Collector
E. D. Root Receiver
J. J. Barr, 835 Park Ave. Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in Foresters' Hall, Cor. 81st St. and Vincennes Ave., Auburn, Ill., on 1st and 3d Mondays at 8 P. M.

John H. McCarty, South Englewood Master
Abe L. Leidrich, Auburn Junction Collector
J. McCarty, Auburn Junction, Ill. Collector
J. D. Flood, Box 34, So. Englewood Receiver
W. Smith, So. Englewood, Ill. Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets every alternate Sunday in hall corner of Broad and Jackson Sts.

B. W. Furber, Ga. R. R. shops Master
P. J. Buckley, Cen. R. R. shops Secretary
B. W. Furber, Ga. R. R. shops Receiver
E. J. Graham Collector
Jas. S. Downing, Ga. R. R. shops Mag. Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets alternate Wednesdays at 8 P. M., at Erickson's Hall, 3247 Lancaster St.

P. J. Lawton, 746 N. 36th St. Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 830 N. 40th St. Collector
Harry C. Ewing, 830 N. 40th St. Receiver
H. C. Ewing, 830 N. 40th St. Magazine Agent

334. ELLSWORTH; Philadelphia, Pa.

Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth st.

H. C. Smith, northwest corner Stocker and Washington Ave. Master
Wm. Akin, 1613 Mole St. Secretary
J. J. Jamison, 706 N. 36th St. Collector
H. A. Krause, 1706 Afton St. Receiver
Harry Yocum, 921 S. 18th St. Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets at B. of L. F. Hall, 11 Mercan St.

Alfred Ping, 20 Roch Lane, Montreal Master
Jno. Langstreth, 107 Marlborough St. Secretary
Patrick McFall, 806 Logan St. Collector
Chas. Stimms, 178 Iberville St., Montreal, Receiver
J. Langstreth, 107 Marlborough St. Mag. Agent

336. FALL RIVER; Neodesha, Kansas.

Meets 2d and 4th Saturdays, in I. O. O. F. Hall.

L. N. Baker, Box 178 Master
I. H. Berry, Box 178 Secretary
J. A. McFall Collector
Chas. Koehler Receiver
Mose Weekly Magazine Agent

337. BIG FOUR; Kansas City, Mo.

Meets alternate Tuesdays at 7:30 P. M., at Summerwell's Hall, 21st and Drapp Sts.

Homer Howard, 1210 Reservoir Ave. Master
Geo. Hopson, 1731 Jarboe St. Secretary
Chas. T. Largent, 1609 Bellevue Ave. Collector
N. F. Clough, 1812 Holly St. Receiver
J. A. Brown, 1827 Holly St. Mag. Agent

338. WEST BRANCH; Reno, Pa.

Meets alternate Sundays in Spangler's Hall, Cor. 6th St. and Huron Ave., at 1:30 P. M.

W. C. Robinson Master
R. C. McFarland Secretary
R. C. McFarland Collector
J. D. Stoner Receiver
James Campbell Magazine Agent

339. WHITE BREAST; Chariton, Iowa.

Meets at Woodman's Hall.

T. H. Sanford, Box 620 Master
A. M. Williby, L. Box 781 Secretary
J. C. Peck, Box 349 Collector
A. M. Williby, L. Box 781 Receiver
Albert Brown Magazine Agent

340. STAR OF THE WEST; Newton, Kan.

Meets in Odd Fellows' Hall alternate Thursdays, at 7:30 P. M.

G. W. Wilcox, 128 W. Second St. Master
Chas. S. Druce, L. Box 169 Secretary
J. E. Drennan, L. Box 169 Collector
John G. Wright, L. Box 169 Receiver
W. S. Dix, 309 W. 1st St. Magazine Agent

- 341. GOLD RANGE; Donald, B. C.**
Meets in Firemen's Hall every Wednesday.
Arthur Randall Master
A. E. Hilt Secretary
Geo. B. Govett, Box 49 Collector
Thos. B. Clench Receiver
John Simons, Revelstock, B. C. Magazine Agent
- 342. CASCADE; Medicine Hat, North West Terr.**
Meets in Masonic Hall, 2d Wednesday and 4th Thursday.
Burley Wallis, Box 66 Master
James Hawthorne, Box 66 Secretary
William Rutherford, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Leonard Dobbin, Box 66 Magazine Agent
- 343. WHITSETTE; North Danville, Va.**
Meets in I. O. O. F. Hall 1st, 3d and 4th Sundays at 11 A. M.
Ernest Garraux, Box 21 Master
Wm. A. Kissiah, Box 21 Secretary
Chas. L. Cauble, Box 21 Collector
R. G. Smith, Box 21 Receiver
H. P. Andrews, N. Danville, Va. Magazine Agent
- 344. BRADSHAW; Columbia, S. C.**
Meets in K. of P. Hall every Sunday at 10:30 A. M.
D. C. Dickert, Box 68 Master
R. D. Morton, Box 68 Secretary
E. J. McMeekin, Box 68 Collector
G. P. Lawrence, Box 68 Receiver
Oscar Land, Box 68 Magazine Agent
- 345. FRONT END; Paris, Texas.**
Meets every Saturday at 8:00 P. M.
W. H. Dickinson, Box 24 Master
J. E. Gerard, Box 24 Secretary
J. E. Gerard, Box 24 Collector
James Lyons, Box 24 Receiver
J. N. Ballew Magazine Agent
- 346. FLOWERY LAND; Pensacola, Fla.**
Meets in Odd Fellows' Hall 1st and 3d Mondays.
F. T. Martin, 107 East Wright St Master
Jas. E. Buckley, 107 E. Wright St Secretary
J. W. Chisholm, L. & N. Shops Collector
Jas. I. Elser, 416 E. Wright St Receiver
J. W. Chisholm, 617 E. Wright St Mag. Agent
- 347. OLD FORT; Dodge City, Kansas.**
Meets in I. O. O. F. Hall, 1st, 2d and 4th Thursdays at 2 P. M.
Wm. C. Fadel, Box 314 Master
John Husser, L. Box 585 Secretary
Agustus Falkner Collector
B. S. Williams, L. Box 21 Receiver
C. H. Voris Mag. Agent
- 348. BLUE MOUNTAIN; LaGrande, Oregon.**
Meets in I. O. O. F. Hall 1st and 3d Wednesdays at 7 P. M.
F. G. Schilke, L. Box 37 Master
Chas. Norby Secretary
J. W. Dillinger Collector
John Walker Receiver
F. E. Herr, L. Box 37 Magazine Agent
- 349. HUDSON RIVER; Union Hill, N. J.**
Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
H. Grimm, Weehawken P. O., Union Hill Master
L. T. Burns, New Durham, N. J. Secretary
L. T. Burns, New Durham, N. J. Collector
Harry Poynton, New Durham, N. J. Receiver
Joe Lewis, New Durham, N. J. Mag. Agent
- 350. JAMES DONNELLY; Perth Amboy, N. J.**
Meets in K. of P. Hall 2d and 4th Sundays.
Joseph B. Hoffman Master
James E. Van Horn Secretary
Christopher Greenwall Collector
Theodore R. Meris Receiver
Levi M. Landis Magazine Agent
- 351. HOME; White Haven, Pa.**
Meets in Runkey's Hall at 2 P. M., 2d and 4th Sundays.
Chas. Breutsman Master
Wilson Dotter Secretary
Chas. Packer Collector
Wm. Hartley Receiver
Jas. N. Deterline Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**
Meets in Engineer's Hall 1st and 3d Sundays at 1:45 P. M., and 4th Monday at 7:30 P. M.
Chas. E. Preston, Box 148 Master
Geo. E. Prentiss Secretary
G. W. Allen Collector
C. P. Kelley, Box 338 Receiver
Geo. Robert, Box. 444 Magazine Agent
- 353. MARBLE CITY; Rutland, Vt.**
Meets 1st and 3d Sundays in E. A. U. Hall.
John Grady, No. 8 Pine St Master
C. F. Whitehouse, 77 River St Secretary
C. F. Underhill, No. 8 Pine St Collector
L. S. Johnson, No. 3 Evelyn St Receiver
Wm. H. Murry, 17 Franklin St Magazine Agent
- 354. HOBOKEN; Hoboken, N. J.**
Meets in Burnett's Hall 2d Sundays and 4th Saturdays.
John Hotton, Fr. St. Jersey City, N.J. Master
John Gademam, 7 Nelson ave, Jersey City, N. J. Secretary
Patrick Ash, South Orange, N. J. Collector
Emmons C. Williams, Morristown, N. J. Receiver
John Gademam, 7 Nelson Ave., Jersey City N. J. Magazine Agent
- 355. STONE CITY; Joliet, Ill.**
Meets in Switchman's Hall 1st Tuesdays at 7:30 P. M., and 3d Sundays at 2:30 P. M.
W. W. Brooker, 134 S Hickory St Master
Chris. Nolan, 123 Grover St Secretary
Harrison McPeck, C. E. F. & C. R. R. Collector
T. F. Hannan, 411 S Desplanes St Receiver
Chas. O. Bond, care Joliet Mfg Co Mag. Agent
- 356. CHAUNCEY M. DEFEW; Albany, New York.**
Meets 1st and 3d Tuesdays.
P. S. Dormady, 24 Trinity Place Master
R. J. Lilly, 67 First street Secretary
R. J. Lilly, 67 First street Collector
Scranton E. Sweet Receiver
O. Degroff, 180 Clinton Ave Magazine Agent
- 357. JUSTICE; Vanceboro, Maine.**
Meets in A. O. U. W. Hall at Vanceboro and Main Streets, 2d and 4th Saturdays.
J. E. Shea Master
Whitfield Noble Secretary
C. J. Tabor, Woodstock, N. B. Collector
W. E. Dresser Receiver
E. L. Hagerman, Woodstock, N. B. Mag. Agent
- 358. COOKE; West St. Paul, Minn.**
Meets in I. O. O. F. hall, Cor. Fairfield and Dakota Ave., 2d and 4th Sundays at 2:00 P. M.
F. J. Swanson, C. St. P. & K. C. Round House, Chicago, Ill. Master
S. W. Thorp, 94 Fairfield Ave Secretary
H. Persiman, 185 Congress St., St. Paul, Collector
P. Denney, C. St. P. & K. C. Round House, Chicago, Ill. Receiver
W. H. Brownson, 280 E. Congress St. Mag. Agent
- 359. BIG FLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
T. M. Brown, E. Lincoln Ave Master
H. E. Hansen, 720 East Lincoln Ave Secretary
Chas. Weddle, Box 145, Chanute, Kan. Collector
E. R. Dickson, Box 366 Receiver
H. E. Hansen, 720 East Lincoln Ave Mag. Agent
- 360. COLD SPRING; Springfield, Ohio.**
Meets in Lentz's Hall, second and last Sundays.
Joe A. Taylor, Room 46, Henry Block, Main St Master
A. W. Binns, E. High St Secretary
Elmer E. Leonard, Forest House, E. High St Collector
A. W. Binns, E. High St Receiver
S. Roadamer, Forest House, E. High St., Mag. Agent
- 361. TRIED AND TRUE; Vincennes, Ind.**
Meets in K. of H. Hall every Sunday at 2 P. M.
Lon Prewitt, 714 N. 7th St Master
W. A. Wendling, O. & M. shops Secretary
Chas. Shermernhorn, O. & M. shops Collector
Daniel Cadden, O. & M. shops Receiver
Grant Hill, O. & M. Shops Magazine Agent
- 362. CATARACT; Niagara Falls, Ontario.**
John Rogers Master
T. Swallow, Suspension Bridge, N. Y. Secretary
J. W. Frances Collector
H. Dickout, Montrose, Ont Receiver
J. W. Francis Magazine Agent

- 363. METROPOLITAN; New York, N. Y.**
Meets at 490 Eighth Ave., 1st and 4th Sunday afternoons.
J. M. Easley, 240 E. 112 St. Master
Nat. Sawyer, 205 W. 61st St., 2d Flat Secretary
A. W. Eggleston, White Plains, N. Y. Collector
M. J. Lynch, Box 857, White Plains, N. Y. Receiver
M. J. Lynch, Box 857, White Plains, N. Y. Magazine Agent
- 364. SINGERLY; Philadelphia, Pa.**
Geo. A. Valentine, 58th & Woodland ave. Master
John Hickey, 6,211 Woodland ave. Secretary
G. W. Gregg, Jr. Grace Ferry Sta'n B. & O. Collector
J. I. Way, 206 Tomest Baltimore Co Md. Receiver
W. G. Staats, 6,211 Woodland ave. Mag. Agent
- 365. VIOLET; Bellows Falls, Vt.**
Meets 1st and 3d Saturday eve., in G. A. B. Hall.
G. C. Farnsworth, Charleston, N. H. Master
A. E. Wells Secretary
F. L. Darling, Windsor, Vt. Collector
A. G. Firman, Windsor, Vt. Receiver
F. E. Keach, 6 High St., Brattleboro, Vt. Magazine Agent
- 366. HAGERSTOWN; Hagerstown, Md.**
Meets in Red Men's hall, Cor. W and P streets, 2d and 4th Sundays.
S. F. Johnson, 342 W. Washington St. Master
C. L. Mullenix, 47 Foundry St. Secretary
Chris. E. Rohrer Collector
J. J. Morrow, Sheperd town, W. Va. Receiver
C. L. Mullenix, 47 Foundry St. Mag. Agent
- 367. MORGAN CRANE; Somerset, Ky.**
Meets 1st and 15th of each month, in Engineer's and Firemen's Hall.
George L. Peffer Master
John Dikeman Secretary
Martin B. Cennin Collector
Schuyler Hale Receiver
James S. Morris Magazine Agent
- 368. DEEP WATER; Springfield, Mo.**
Meets at K. of P. Hall 1st and 3d Mondays.
B. S. Chinn, 802 W. Elm St. Master
E. Austin, 808 N. Main St. Secretary
Chas. Hall, 957 N. Cammel St. Collector
C. W. Henry, 423 Phelps Ave. Receiver
Charles Hall, 957 Camel St. Magazine Agent
- 369. WALNUT VALLEY; Eldorado, Kan.**
Meets in K. of P. Hall 2d and 4th Sundays.
Chas. Finley Master
Fred Staley Secretary
M. Fitzgerald, Box 185 Collector
A. Hodson Receiver
D. W. Hall Magazine Agent
- 370. NEOSHO VALLEY; Council Grove, Kan.**
Meets 1st and 3d Wednesday evenings in A. O. U. W. Hall.
Alexander Scott Master
Clarence Stone Secretary
J. S. Lowe Collector
Chas. Torrence Receiver
J. S. Lowe Magazine Agent
- 371. COVENANT; Nevada, Mo.**
Meets 1st and 3d Fridays at 7:30 P. M.
G. B. Meek, Box 256 Master
J. T. Gray, Box 256 Secretary
Robt. McClain, Box 256 Collector
John Daudy Receiver
James T. Gray Mag. Agent
- 372. SIGNAL MOUNT; Big Springs, Texas.**
Meets in Engineer's Hall 1st Wednesday afternoon and 3d Wednesday evening.
G. H. Smith Master
R. J. Bible Secretary
Dennis Ryan Collector
Edward Lyons Receiver
Dennis Ryan, Box 33 Magazine Agent
- 373. J. T. HARAHAH; Birmingham, Ala.**
Meets in Reen Hall, Allen building, Morris Ave. every Sunday at 9 A. M.
William H. Bussey Master
Robt. K. Jackson Secretary
P. A. Webb Collector
J. W. Dickson, 2427 Fourth Ave. Receiver
S. L. Hordman Magazine Agent
- 374. McALLISTER; Herrington, Kan.**
Meets in K. P. Hall, 1st and 3d Thursdays at 7:30, and 2d and 4th Thursdays at 2 P. M.
L. Gay Master
H. S. Smith Secretary
W. W. Campbell Collector
H. Magee Receiver
- 375. FRIENDSHIP; Dayton, Ohio.**
Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
N. W. Rose, 21 Label's St. Master
John R. Glynn, 26 Costellow St. Secretary
John Stevens, 54 Bell St. Collector
John F. Hoban, 635 E. Second St. Receiver
John Ryan, 120 Crane St. Magazine Agent
- 376. J. H. KIRK; Horton, Kan.**
Meets 1st Saturday and 3d Sunday.
C. C. Sutherland, L. Box 39 Master
Wm. Ashworth, L. Box 39 Secretary
Wm. Ashworth, L. Box 39 Collector
Thomas Sheahan, L. Box 39 Receiver
James E. George, L. Box 43 Magazine Agent
- 377. NICKEL PLATE; Conneaut, Ohio.**
Meets 1st and 3d Wednesdays in A. O. U. W., Hall, over City Bank.
W. H. Johnston, L. Box N Master
G. M. Brown, L. Box N Secretary
S. Mahaffey Collector
C. A. Wilcox, Box 301 Receiver
H. E. Fox Mag. Agent
- 378. HOLBROOK; Chartiers, Pa.**
Geo. Jams, 406 Henry St., McKeesport, Pa. Master
D. W. Scott, McKees Rocks P. O., Pa. Secretary
John Ainor, Point Bridge tole nouse, S. S. Pittsburgh, Pa. Collector
Henry Dixon, McKees Rocks, P. O. Pa. Receiver
Elmer E. Lewis, 175 Third avenue, Pittsburgh, Pa. Magazine Agent
- 379. WEAVER; Sayre, Pa.**
John Durkin, Box 437 Master
Chas. L. Burroughs, Box 396 Secretary
Wm. Stewart Collector
Eugene E. Welton, Box 167 Receiver
Archie C. Burr, Box 213 Magazine Agent
- 380. McKEELEY; Baltimore, Md.**
Meets 1st and 3d Sundays in Mechanics Hall, 4th Avenue and Charles St.
J. H. Smith, 1,410 Hanover St. Master
C. E. Walsh, 207 N. Poppleton St. Secretary
C. W. Gardner, 1,318 William St. Collector
C. E. Walsh, 207 N. Poppleton St. Receiver
M. B. Donaldson, 1,518 Light St. Mag. Agent
- 381. J. W. WALKER; Conemaugh, Pa.**
Meets every Sunday 1:30P. M. in B. of L. F. Hall.
J. W. Walker Master
J. L. Williams Secretary
Harry M. McFeaters Collector
J. C. Hess Receiver
E. E. Pringle Magazine Agent
- 382. BETHESDA; Waukesha, Wis.**
Meets 1st and 3d Sundays at 2 P. M., in Engineer's Hall.
R. A. Hanke Master
Joseph F. Freenor, Box 960 Secretary
John M. Dowd Collector
M. J. Crowley Receiver
Jno. E. Moore Magazine Agent
- 383. PETROLEUM; Oil City, Pa.**
Meets at C. M. B. Hall on 1st Sunday at 3 P. M., and 3d Monday.
Thomas Martin Master
Jno. H. Quirk, Box 330 Secretary
Allison W. Jude Collector
John Davis, Box 763 Mag. Agent
- 384. E. H. WILBUR; Leighton, Pa.**
Meets 2d and 4th Sundays in Reaber's Hall, First and Bank Sts.
Alfred Dreifach, Weissport, Pa. Master
Alvin A. Miller, Weissport, Pa. Secretary
John W. Beaver, Weissport, Pa. Collector
Alvin Rex, Weissport, Carbon Co., Pa. Receiver
Jno. J. Walters, Leighton, Pa. Magazine Agent
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John W. Jankey Collector
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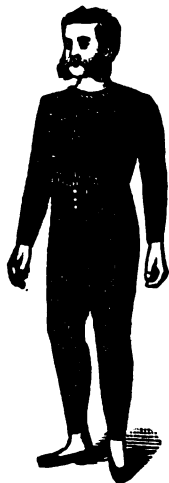
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Some of the most imminent dangers which are destructive to the time-keeping qualities of a watch, and therefore should be provided against, in order to obtain the best results, are *Electric Railways, Dynamos, Electric Light Plants, Electric Motors, Magnetic Bells, The Application of Electricity in Medical Treatment, Electric Brakes on Railways, Locomotive Electric Headlights, Electric Lighting of Cars*, and other disturbing conditions, which are constantly arising when least expected.

MEN IN RAILROAD EMPLOY, where the most accurate time is required, and where the disturbing influences mentioned above are most seriously felt and aggravated by the peculiar condition of *Railway Service*, should exercise *wisdom*, and have their watches protected by the *Anti-Magnetic Shield*.

Yours Respectfully,

By **ROBBINS & APPLETON**, General Agents.

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Yours Truly,
(Signed,)

P. M. ARTHUR, G. C. E.
T. S. INGRAHAM, F. G. E.
H. C. HAYS, F. G. A. E.

CLEVELAND, OHIO, July 22, 1887.

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The sum of Five Hundred (\$500.00) Dollars has been paid by us into the Treasury of the Grand Lodge of the Brotherhood of Locomotive Firemen, as royalty upon the sale of **GRAND CHIEF Cigars**, of which due acknowledgment has been made by the Grand Lodge, and in consideration of which our cigars have been endorsed and are now recommended to all members of the Order who desire to smoke a first-class cigar and at the same time contribute to the general fund of the Grand Lodge. Members of the Order should bear in mind that the Brotherhood receives a royalty upon the sale of all Grand Chief Cigars, and hence the larger the sales the greater the royalty. Every member is, therefore, invited to interest himself in the sale of the above brand of cigars and thereby contribute to the financial standing of the Grand Lodge and the Brotherhood at large.

These two brands of Cigars have been presented and tested by both Brotherhoods, at their respective conventions at New York and Minneapolis, and have received their Endorsement and Approval on both occasions, and are Guaranteed by the manufacturers to be the best Cigars on the market. The manufacturers also guarantee to keep these two Brands up to their present Standard quality at all time to come, and by so doing, hope to receive the liberal patronage of the two Brotherhoods they are named after, and also their recommendations to their many friends who are in want of a **GOOD CIGAR**.

Our Cigars are genuine unless each box has the photograph of P. M. Arthur or F. W. Arnold on the inside label and on the outside end of each box. Retail dealers should order from their nearest Wholesale Agent and if they refuse to get the cigars for them we will ship direct to the Retailer.

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The James Means Shoes are exceedingly popular among railroad men. You may often hear them talking to each other about them, and boasting of how long they can make them last.

Ask your retailer for the
JAMES MEANS
 ✻\$4✻ SHOE✻
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JAMES MEANS
 ✻\$3✻ SHOE✻

—According to Your Needs.—

CAUTION.—Positively none genuine unless our name and price appear plainly on the soles. Some dealers, in order to make larger profit, will recommend the inferior goods with which the market is flooded. **JAMES MEANS' \$4 SHOE** is light and stylish. It fits like a stocking and **REQUIRES NO "BREAKING IN,"** being perfectly easy the first time it is worn.

It will satisfy the most fastidious as it is in every vital respect equal to the hand-sewed shoes which have hitherto been retailed at \$7 and \$8



A PAIR OF SHOES COSTING TEN DOLLARS is a good thing, but a pair of **James Means' \$4 Shoes** and six extra dollars in your pocket are better. These shoes are sold by wide-awake retailers in all parts of the country.



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James Means & Co

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The Best and Cheapest **METAL POLISH** in the world for railroad, marine, stationary or fire engine work, (hot or cold) large signs, railings and other solid metals. Highly endorsed and in use by the U. S. Ordnance and Navy Departments, the leading stationary engineers, Fire Departments, Water Works and Electric Light Co's., also adopted by over thirty of the leading Railroad Companies.

Three Splendid Watches Given Away.

SPECIAL ANNOUNCEMENT TO R. R. FIREMEN.

The **MATCHLESS METAL POLISH CO.** announce to the firemen who are acting as, or desirous of acting as agents for the sale of **BAKER'S TRIPOLINE**, that the sales have been so satisfactory the past year on the merits of the Polish, that, in order to inspire renewed and increased effort to more extensively introduce and increase the sales of this "Best of all Metal Polishes," they will give to the three firemen who sell the greatest number of pound boxes, from July 1st to January 1st, next, Three Splendid Railroad Watches, purchased from one of the oldest and most reliable jewelry firms in Chicago, (Waltham or Elgin make) under their twenty year guarantee as A 1 timers, and especially adapted to the use of railroad firemen.

A correct account of sales of each fireman acting as agent will be kept, and award made and announced in next January number of the Magazine. Should the successful three or either of them desire Polish in lieu of the Watch, we will give for

1st PRIZE, 150 1-lb boxes Tripoline.

2nd " 100 " " "

3rd " 60 " " "

We will also make the price from July 1st, \$2.40 instead of \$2.50 per dozen, which retail here at 40 cents each. On orders of 6 dozen and over to be sent by freight, will allow \$1.00 discount, and on orders of 12 dozen and over a discount of \$2.00, which will, in most cases, more than cover freight.

Cash must always accompany orders, to avoid delays and mistakes.

Address,

The MATCHLESS METAL POLISH CO.,

88 Market Street, Chicago, Ill.

N. B. We cannot accept but one Agent in same locality.

In this day a man to be respected must not only be honest and trustworthy, but he must dress in a genteel and presentable manner. Now this same rule applies to watches. A man whose time is of value procures for himself a reliable time-piece, and it is just as important to put the watch movement into a durable and tasteful case as it is to dress himself in serviceable and nice looking clothing. Besides, there is certainly a sense of supreme satisfaction in pulling out a George Washington watch (one that can't tell a lie) and feeling you have provided for it a dress suitable and becoming to its faithful services.

We manufacture the most serviceable, accurate-fitting and at the same time elegant Watch Cases to be found in the market.

We make all grades.

Keystone Solid Gold stamped with this Trade Mark:  in backs.

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Star Filled Gold " " " " "  " "

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Leader Coin Silver, with Albata Cap " " "  " "

Silveroid " " "  " "

In addition to the above Trade Marks all our Cases contain this Keystone  stamped in cap.

KEYSTONE WATCH CASE COMPANY,

19th and Brown Sts., PHILADELPHIA.

NEW YORK.

CHICAGO,

CAUTION.—This Company manufactures CASES ONLY, and has NO CONNECTION WHATEVER with any other concern of similar name.

To be sure you get OUR CASE, see that it contains this trade mark.



LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XII.

OCTOBER 1888.

No. 10

COMPENSATION.

IN that new world toward which our feet are set
Shall we find aught to make our hearts forget
Earth's homely joys and her bright hours of bliss?
Has heaven a spell divine enough for this?
For who the pleasure of the spring shall tell,
When on the leafless stock the brown buds swell,
When the grass brightens and the days grow long,
And little birds break out in rippling song?

O sweet the drooping eve, the blush of morn,
The starlit sky, the rustling fields of corn,
The soft airs blowing from the fresh'ning seas,
The sun-flecked shadow of the stately trees,
The mellow thunder and the lulling rain,
The warm, delicious, happy summer rain,
When the grass brightens and the days grow long,
And little birds break out in rippling song!

O beauty manifold, from morn till night,
Dawn's flush, noon's blaze and sunset's tender light!
O fair, familiar features, changes sweet
Of her revolving seasons, storm and sleet,
And golden calm, as slow she wheels through space
From snow to roses; and how dear her face
When the grass brightens, when the days grow long,
And little birds break out in rippling song!

A happy earth! O home so well beloved!
What recompense have we, from thee removed?
One hope we have that overtops the whole;
The hope of finding every vanished soul
We love and long for daily, and for this
Gladly we turn from thee, and all thy bliss,
Even at thy loveliest, when the days are long,
And little birds break out in rippling song.

Celia Thaxter.

Locomotive Firemen's Magazine

A MONTHLY MAGAZINE devoted to the interests
of LOCOMOTIVE ENGINEERS.

TERMS—ONE DOLLAR PER YEAR, IN ADVANCE.

EUGENE V. DEBS, *Editor and Manager*

OCTOBER, 1888.

THE LABOR QUESTION.

The most devoted student of current literature, without special reference to departments, must be surprised to notice the importance that is given to the labor question, or to questions which relate more or less directly to labor. The frequency of such discussions, the wide range that is given them, and the character of the writers necessarily, we think, demonstrates the fact that they are regarded as fundamental questions which involve in a measure of great consequence, the welfare of society. This new departure in the deeper currents of American thought is well worthy of the attention of the public, and the fact that it is engrossing the minds of statesmen and philanthropists is a sign of the times of cheering significance.

The labor question is as old as the pyramids, but the question of the *rights of labor* boasts of no antiquity. It is essentially modern. The laborer has been the poor man of the world of all centuries and of all climes, and of all nations. He has been the hewer of wood and the drawer of water, the burden bearer, the builder, the soldier and the slave, the victim of tyrannies and oppressions which defy exaggeration, and in the presence of which hyperbole sits dumb. The fact that the labor question has advanced to great prominence and acknowledged consequence, that it has taken rank with a class of topics worthy of the consideration of the best thinkers of the times is conclusive of a decision, a popular verdict, which inspires confidence that in the near future labor is to exert its full measure of influence in national affairs and secure that jus-

tice which in all the past has been denied.

The fact that there are subsidized pens still employed to dwarf the importance of labor is proof of the highest character of the vitality of the question. Monopolies do not contribute their cash to overcome myths. When men of learning enter the list of debaters to prove to the world that labor is a question of minor importance they overlook the fact that their antagonism adds indefinitely to its importance. The world is quick to discover that when a big gun is placed in position, loaded and discharged, the game to be bagged is something worthy of such efforts, that men do not go a gunning with rifled cannon for fire-flies or sparrows, and this leads us to note an article published in a late number of the *Forum* by President F. A. P. Barnard, captioned "Warfare Against Society," the purpose of which appears to be to place labor in a position of the smallest possible consequence as a factor in human progress, when, in fact, without labor there would be no progress at all. President Barnard, like other writers of his type, is a master of sophisms; he is an adept in the legerdemain of argument. He seeks to be precise and to state propositions with such strictness that controversy will at once be silenced, and the road will be clear for his thundering train. He would have everything side-tracked so that he may reach his terminal point without being questioned. In starting out with his "Warfare Against Society," he begins by saying that "In much of the literature under which the press has been groaning in recent years in regard to what is called the labor question, it seems to be quietly assumed by disputants on one side, at least, that the value added to the material undergoing transformation in an industrial establishment is wholly the creation of the operatives through whose hands the product passes, and hence, that the appropriation of any considerable part of that value by the proprietor or manager of the establishment under

the name of profit, is robbing the deserving laborer of his just reward." The writer proceeds to say that the position as stated, "would be tenable if it were true that manual labor is the only force concerned in the transformation, or requisite to produce it." But he contends there are "three besides manual labor absolutely indispensable, and that these are: *first*, capital; *secondly*, inventive genius; and *thirdly*, administrative ability," and that "these component parts conspire with labor and with each other in the process of manufacture; that "capital contributes the plant, *i. e.*, the building and grounds, the standing machinery and the prime movers; also the fuel which is the source of power, and other supplies and the raw material." The writer says, "inventive genius is constantly accelerating production, and that administrative ability furnishes that wise application of means to ends without which no human enterprise can be successfully prosecuted."

It will be observed in all of this labor is not first, second nor third in the line of importance. It is assigned the bottom place in the list; it is made the least important, and being so considered, receives the least reward. The writer observes "that the claim we hear so constantly reiterated, that the entire net value produced belongs rightfully to labor alone, is simply preposterous." We venture the assertion that the writer in all of his life never heard that labor claimed the entire net value of the product of any industrial enterprise whatever. Labor never made such a demand. It has only claimed its equitable share of the profits of the industries of the country. The writer says that "it is not intended to deny that the lot of working people in manufactories or in any other mechanical industry, is often a hard one." It is this fact stated by President Barnard which completely upsets his superstructure. Why should the fate of labor be a hard one? and in striving to improve it, why should President Barnard characterize the effort as a

"warfare against society?" Referring to the lot of working men as a "hard one," the writer gets off the following consoling remarks to working men: "That so painful conditions of life as often fall under our observation should anywhere exist, cannot but be a trying thought to any man of feeling." Indeed, who are the men who feel for the "hard lot" of the working men? Manifestly President Barnard is not of the number. He writes in the interest of those who make the lot of workingmen a hard one, and when working men seek to better their "hard lot" he stigmatizes it as a "warfare against society." "But," says the writer, "such conditions have always been the bitter lot of the large majority of the human race ever since the world was peopled, and it is not apparent that to whatever extent this lot may be ameliorated for the many, it can ever be universally relieved."

We have said that the present movement to better the condition of labor is a new departure. We have said that in all the past labor has been oppressed. President Barnard says it has been the condition "ever since the world was peopled," and he expresses a doubt if any great improvement can ever be secured. In this the writer exhibits himself as a superficial thinker. He is not in sympathy with the progressive spirit of the times. He writes for monopolists, for the moneyed aristocracy, for the few, not for the many. He does not see old things passing away. He does not note the stately strides that labor is making to advanced positions in the world of thought, of learning and of that knowledge which commands attention and wins approval.

President Barnard, in the industrial enterprises of the country, places labor at the bottom of the list of forces necessary to success. He says first, capital; second, inventive genius; third, administrative ability, and fourth, labor.

Labor should stand first, because capital is the creation of labor. There could be no capital without labor.

President Barnard says, "Capital contributes the plant, *i. e.*, the buildings and grounds, the standing machinery, the fuel and other supplies, and the raw material." Now, the fact is, with the exception of the "grounds," labor creates, provides, everything named. Labor builds the buildings, builds the standing machinery, procures the fuel and provides the raw material. Labor is the Alpha and the Omega of the enterprise. Everything else is incidental, intermediate. Labor is the first in the list of forces, and here we say that a thousand working men, if it is required to go back or down to first principle, could build a railroad or a factory if that which men call "capital" were in an instant annihilated; if there was not a coined dollar in the world. In that event labor would begin again to create capital, and in the process of time discussions relating to the "wealth of nations" and of individuals would be heard.

We submit that the term "Labor," from first to last, to use the language of President Barnard, "since the world was peopled," has never been honestly defined with regard to its intrinsic, fundamental and commanding relations to the world's progress. Mankind has been content with the stereotyped "physical toil" definition. The synonyms have been work, toil, drudgery, task, etc., and since words are said to be the "signs of ideas," it is easy to see why President Barnard assigns labor the lowest place in the scale of forces which in the past and at present have pushed forward human progress. The writer, however learned he may be in dead languages, is not abreast of the times in which he lives. He may have eyes but he does not see that there is a new departure in the meaning of words. He may have ears, but he does hear the awakening, elevating, dignifying and glorifying notes of a new dispensation in which the term "Labor" is to have a new significance, and is to be the sign of new ideas.

Labor never sought to degrade capital, though capital is not the first born heir of labor. It is not the Prince Im-

perial, the rightful inheritor of all that labor has produced or will produce. Labor first produces bread, shall it not have enough to eat? Does the capitalist starve in a land of plenty? Labor produces clothing; shall it go naked? Labor builds all the dwelling houses of the world, shall it roam shelterless? worse off than the foxes that have holes, or the birds that have nests? President Barnard says the lot of labor has always been a "hard lot," a "bitter lot," "since the world has been peopled." That is true, but old things are passing away. The lot of the capitalists has never been a "hard," a "bitter lot since the world was peopled," nor is it the desire of labor that it ever shall be so, nor is it required. The few have had too much, the many too little. Equal justice to all is the demand. It is not a "warfare against society," but against injustice that has existed "ever since the world was peopled," and it has got to give place to a reign of justice as certain as that in the beginning God created the heavens and the earth.

But we are disposed to be somewhat more particular in referring to President Barnard's way of arranging forces in industrial affairs. He says, "first, capital," we say, first, labor. President Barnard places capital at the top and labor at the bottom of the list. We do not reverse this order entirely, but we place labor at the top—first. Why? The reasons are sufficient and cogent. The origin of progress is labor, the origin of capital is labor. It appears strange that at this late day an argument is required to place labor where it rightfully belongs in the list of recognized forces in carrying forward the world's enterprises, but such writers as President Barnard makes its necessary, and the *Locomotive Firemen's Magazine*, with such ability as it can command, proposes now and in the future, as it has done in the past, to assign labor its rightful position and to maintain it. In doing this there is neither warfare against society nor capital. And here let it be said that "Labor" (a word which means working men)

is as much interested in society as "Capital," by which is meant capitalists. Labor wants law, order, peace and progress. In such things it is profoundly interested. Labor recognizes the full value of capital; it is "bone of its bone and flesh of its flesh." The prosperity of labor measures the prosperity of society, of communities, States and nations, and when labor is not prosperous society suffers.

It is not an easy matter to determine why President Barnard assigns labor the fourth and lowest place in the list of forces required to advance the welfare of society. He professes to be learned, to be thoughtful and would have men believe him incapable of deception, and yet he is guilty of flagrant injustice to "labor." We have said that we place labor in advance of all other forces in carrying forward the welfare of society. Take the coin of the country—gold, silver or copper. At every move from the place where the Creator placed the metal until it bears the stamp of the mint, the history of labor is written in characters that President Barnard ought to be able to read without making a mistake. Take iron, the metal of civilization, and from the mine to the forge, through every process, until it appears in all of the ten thousand useful implements, without which the armies of progress would stand still, and each one, whether an anchor a trip-hammer, a cannon or a sword, a needle or a watch spring, a telegraph wire or an iron rail, an iron bridge or an iron ship, speaks trumpet toned that in their production labor has had the first place. They tell President Barnard that if dollars had been as numerous as the sands of the desert or the leaves of the forest they would have been utterly powerless, and that labor and only labor fashioned them for use and for the good of society.

Labor is conservative. It loves the monuments it builds. It is forever toiling to resist the desolating forces of nature, and whether engaged in making books or buildings its work is mon-

umental of devotion to the good of mankind.

Let us be done with assigning labor the lowest rank in the list of forces whereby society is improved. Labor is demanding rightful recognition and will have it, not immediately, perhaps, but certainly, because God is pledged to the triumph of truth. "The eternal years of God" are pledged to the victory, and as the years go by those who are neither deaf nor blind will note that working men are demonstrating their faith in the maxim that "God helps those who try to help themselves," and that they are sturdily engaged in the use of practical methods to better their condition. In doing this they do not inaugurate a "warfare against society," but on the contrary, are doing that for society which must be done if right, justice and truth are to prevail, and if peace and prosperity are to continue. President Barnard and writers of his ilk are doing incalculable injury to society by their efforts to degrade labor, and by intimating that because "its lot has been a hard, a bitter lot since the world was peopled," it is to continue so to the end. Not so. As well argue that savagery will continue, that the wilderness and the jungle are forever to resist the enlightening, redeeming and transforming influences of civilization. No, no! Labor only asks for its right to a fair share of the harvests of its toil. These will be granted in due time, and that time is not remote.

THE state of Iowa has a statute which provides that railroads shall be liable to employes for injuries caused by the negligence of co-employes, when the "negligence is in any manner connected with the use and operation of any railway on or about which they shall be employed." Such should be the law in every state. The law that railroads are not liable for the death or injury of employes caused by co-employes, is so manifestly unjust that with proper effort it would speedily disappear from the law books of the country.

PINKERTON'S PREVENTIVE PATROL,

Connected with Pinkerton's National Detective Agency, Founded by Allan Pinkerton, 1850.

PRINCIPALS,

WM. A. PINKERTON, *Chicago Office:*
191 and 193 5th Ave.,
WM. A. PINKERTON, *Supt.*
New York Office:
66 Exchange Place,
GEO. D. BANGS, *Supt.*

ROBT. A. PINKERTON, *Philadelphia Office:*
45 South 3d Street,
R. J. LINDEK, *Supt.*

SIRS:—We take this method of calling your attention to the advantages of Private Police Patrol in case you are at any time in need of such services.

The Pinkerton Preventive Patrol was organized by the late Allan Pinkerton in 1850, it being the first uniformed Police Patrol in the City of Chicago, and from that time to date has had under its charge as watchmen all the banks and nearly all the wholesale and large retail business houses in Chicago. The members of this force are selected for their general aptitude for police duty and are under strict discipline and in charge of experienced officers who have been trained to the business.

We are therefore prepared to furnish uniformed men whenever required, by the day, week or month, for day or night duty, and we respectfully call the attention of those in charge of excursions, proprietors of public resorts, railroad and all other corporations who have to deal with large numbers of patrons or dissatisfied or striking employes, to the advantages of our Patrol system.

A daily written report is furnished to our patrons, when required, of any irregularities or occurrences transpiring during the time our officers are on duty.

The Pinkerton Preventive Patrol has furnished the police for the Hocking Valley Coal and Iron Company, of Ohio, during their recent protracted strike; Chicago, Wilmington and Vermillion Coal Company of Illinois; Menominee Mining Company of Menominee, Mich.; Muskegon Lumber Merchants of Muskegon, Mich.; Lumber Merchants of Saginaw City, Mich.; Rochester & Pittsburg Railroad and Coal and Iron Company of Pennsylvania; Burden Iron Company of Troy, N. Y., and Troy Malleable Iron Works. Under its supervision was organized the first Coal and Iron Police Force in Schuylkill county, Pa., which was instrumental to a great extent by aiding our detectives in suppressing the Molly Maguires throughout the coal fields of Pennsylvania and preserving order there during the railroad riots of 1877.

The above list only comprises a few of the many corporations and individuals where the Pinkerton Patrol preserved order and protected property and employes who were willing to work while strikes were in progress.

Each season the Pinkerton Patrol furnishes the entire police protection for Manhattan Beach, Coney Island, N. Y.; Starin's Glen Island, (Long Island Sound), N. Y.; Coney Island Jockey Club, Sheepshead Bay, Long Island; and the Rockaway Steeplechase Association, Cedarhurst, Long Island, N. Y. The Washington Park Club and West Side Driving Park, Chicago, and the Illinois State Fair.

The Pinkerton Preventive Patrol is connected with Pinkerton's National Detective Agency and is under the same management.

Corporations or individuals desirous of ascertaining the feeling of their employes and whether they are likely to engage in strikes or are joining any secret labor organizations with a view of compelling terms from corporations or employers, can obtain on application to the superintendent of either of the offices, a detective suitable to associate with their employes and obtain this information.

At this time when there is so much dissatisfac-

tion among the laboring classes and secret labor societies are organizing throughout the United States, we suggest whether it would not be well for railroad companies and other corporations, as well as individuals who are extensive employers of labor to keep a close watch for designing men among their own employes, who, in the interest of secret labor societies are inducing their employes to join these organizations and eventually to cause a strike. It is frequently the case that by taking a matter of this kind in hand in time and discovering the ringleaders and dealing promptly with them, serious trouble may be avoided in the future.

The reputation gained by the Agency and Patrol in the past will be a guarantee that any detective or officer furnished by us will be competent in every respect to discharge the duties required of him.

Watchmen for stores, docks, shipping, etc., etc., can be obtained at reasonable rates for permanent or special watching on application at either of the offices which are connected by telephone.

Yours respectfully,

WM. A. PINKERTON,
Genl. Supt. West Div., Chicago, Ills.
ROBT. A. PINKERTON,
Genl. Supt. East Div., New York.

CAUTION.—Parties making application for the services of the Patrol or Detective Agencies are requested to see that their communications are addressed to the Superintendent at either of the offices and properly addressed to the street and number, and thereby prevent being imposed upon by unreliable persons who take advantage of a similarity to Mr. Pinkerton's name to put themselves forward as detectives without having had the experience and who are entirely incompetent.

The foregoing Pinkerton circular was found in the waste-basket of one of the principal railroad offices of the country.

It is a secret circular and makes a full disclosure of the purposes and practices of the Pinkerton Detective Agency.

It should be read and pondered by every working man in the country. It is doubtless the first time the public has had an opportunity to fathom the deep damnation of the Pinkerton methods to aid employers to rivet the chains of slavery upon their employes.

When read and thoroughly analyzed, its monstrous propositions cannot fail to create in the mind of every manly working man in the country, feelings of unspeakable detestation and loathing. It presents a system of espionage perfected by cupidity and depravity, such as the world has never before witnessed.

To detect and capture murderers, thieves, embezzlers, villains of every shade of wickedness known to society is one thing, and a very proper thing to do by the agents of constituted authority, but it will be observed, that this Pinkerton Agency supplies "cor-

porations or individuals" with spies to mingle with their employes for the purpose of learning their complaints and grievances, their plans and purposes, and report, that "ringleaders" may be promptly dismissed, and the more timid subjected to a continuance of oppression and degradation.

The fact is made prominent that throughout the country there is "much dissatisfaction among laboring classes," and that "secret labor societies are organizing throughout the United States," and at this juncture the suggestion is made to introduce Pinkerton spies, that "corporations and individuals," employing working men, may have the needed information concerning complaints, and thereby be enabled to perpetuate injustice.

In this it will be seen that in the estimation of the Pinkertons, and of such "corporations or individuals" as employ them, the unrest and the grievances of the "laboring classes" are esteemed as crimes and employes who are dissatisfied as embryo criminals, whose words and acts are to be subjected to the ceaseless surveillance of a class of mercenaries—trained hounds, whose capacities for perjury are measured by pay—and these human reptiles, it is to be inferred, are even now in all the organizations of laboring men taking notes for the purpose of defeating any and every effort of working men to better their condition.

This *Magazine* has on more than one occasion placed upon record its opinions of Pinkertonism—and the circular we now print, more than justifies our estimate of the association. It is organized devilishness—demonized depravity. By its educated cunning, it has been enabled to make the struggles of over worked and underpaid working men appear as crimes, to torture the words of protest against wrongs, till they sound like treason to law and order, and thus entrapped, the virtues of working men, stung by the cobra fangs of Pinkerton spies are so distorted that venal corporations and individuals who hire Pinkertons

to do their criminal work, cry out in holy horror against working men, and a subsidized press chimes in, and the great public utterly ignorant of the plots, looks on in dismay and all too often renders its verdict against the oppressed.

Fortunately a change for the better is at hand. The country has reached the midnight of the detestable business of crushing working men by such appliances as the Pinkertons propose, and certain corporations and individuals adopt, to outrage justice and fair dealing. The Pinkerton spy system must go. In times of war the spy when caught is doomed, and a Pinkerton spy, in the ranks of labor, plotting their downfall—makes all honest men exclaim

"O, for a tongue to curse the slave,
Whose treason like deadly blight,
Comes o'er the councils of the brave
And blasts them in the hour of night."

But it should be said that those who employ the Pinkertons to betray working men are as infamous as the Pinkertons, or, if possible, more detestable. But one thing is required. Let working men everywhere unite and swear by the sacredness of the ballot that Pinkertonism shall be forever obliterated, that the insufferable curse shall no longer confront the working men of the United States.

THE Railroad Commissioners of Massachusetts report that for the year 1887 the total gross income of all the roads in the state amounted to \$53,650,438, and the net income \$13,232,034. The roads during the year carried 82,923,364 passengers and 24,305,140 tons of freight. The passenger trains run 18,622,488 miles and the freight trains 13,057,794 miles.

A SERIOUS collision occurred on the Cincinnati Southern not long ago, owing to a similarity of the names of stations—as for instance, Somerset and Summit. The name of Summit has been changed to Tiptop, and future dangers by a confusion of names, is thereby removed. The suggestion is one that all railroads would do well to consider.

RAILROAD LITERATURE.

The rapid increase of publications devoted to railroad interests is one of the signs of the times eminently significant. The list includes everything in construction and equipment of roads, as also in the running of trains. There is not a department of the railroad service that does not support what is termed an "organ," a journal devoted to that special interest. Besides this, all the leading metropolitan journals, have their railroad departments, in which in condensed form the railroad news of the day finds place. It is needless to say that the railroad literature of the times is steadily advancing to commanding prominence, and is attracting merited attention. The various "organs" of the brotherhoods of railway employés, are winning their way to public favor, and are finding readers beyond the boundaries of their membership, which is highly encouraging.

In a recent number of the *New York Dispatch*, we find the following reference to the *Locomotive Firemen's Magazine* which we are confident will be read with great satisfaction by our fifty thousand readers:

The name of trade journals is legion, and of periodicals devoted to particular classes or special interests there is no end; but it is safe to say that no publication of the kind better serves the purpose which it is designed to aid, or is more valuable in its sphere of usefulness, than the *Locomotive Firemen's Magazine*, which is the official organ of the Brotherhood of Locomotive Firemen, and is published monthly at Terre Haute, Indiana, Eugene V. Debs being the editor and manager.

People who have carelessly formed the opinion that locomotive firemen are ignorant or stupid fellows, with no ideas above the shoveling of coal into a furnace, would speedily be disabused of that error by a perusal of the *Firemen's Magazine*. They would learn, also, that the locomotive fireman of the present day has duties which are vastly more important than those connected with the scoop, and that his ambition soars considerably above dumps of coal.

It should be remarked that the genuine fireman considers himself an embryo engineer. In theatrical parlance, he is an "understudy" for the man at the throttle, and at any moment he may be called on to take the place of his chief. A fireman who cannot run an engine in case of emergency has used his opportunities to little purpose.

Such being his position and his ambition, it is easy to see that a fireman ought to be, as he generally is, a bright and intelligent man, who misses no chance of learning everything that is worth knowing in connection with engines and their management. The truth of this statement will be at once admitted by any person who even glances over the ample pages of the *Firemen's Magazine*.

In the first place a periodical of eighty closely printed and well-printed pages, devoted solely to the interests of one trade, could not be supported unless the members of the trade were remarkably intelligent, enterprising and thrifty. In the second place, the *Magazine* is largely composed of the contributions of firemen, and even a hasty inspection of them will convince a reader that the writers are well worthy of respect.

A notable feature of the *Firemen's Magazine* is its "Mechanical Department," in which all sorts of questions concerning the running of engines and mechanical matters connected with locomotive engineering are discussed with a knowledge and ability that are simply marvellous. If firemen are to be considered merely as "coal shovelers," working for the small average of \$12 a week. It is not so wonderful, however, when we reflect that most of the firemen are bright and ambitious young fellows, who are anxious to devote all their energies of mind and body to advancement in their trade, that they may soon reach the top of the ladder. A perusal of the columns of the *Firemen's Magazine* ought to be highly consolatory to railroad presidents and superintendents, as it must be worth much to them to know that they are getting such intelligent and capable men at such rates of pay.

Besides the "Mechanical Department," the *Firemen's Magazine* also carries a "Woman's Department," which is ably edited, and is filled with very interesting communications from firemen's wives and daughters. The editorials are written with decided ability, displaying not only much force, but a spirit of justice and conservatism that is truly admirable. From an article devoted to upholding the strikers against the Chicago, Burlington & Quincy Railroad, we extract the following paragraph:

"In writing of the chivalric courage of these striking engineers, firemen and switchmen, we confess to an inability to do the subject justice. With limited resources; idle, with a frowning future in full view, these men, without fear and without reproach, trustful and defiant, willing to work if they can be men, but preferring obloquy to servile conditions, realizing that they are American citizens, with all the responsibilities resting upon them that the condition imposes—fathers, who love their wives and children; sons who love their mothers and sisters; men whose manhood revolts at injustice and degradation—have resolved to maintain their attitude of defiance and independence rather than yield to the dictation of men who have robbed them, and would rob them again and continually, were it in their power."

Such commendation is well calculated to flatter the pride of the editor, but the real value of such opinions of our efforts to make the *Magazine* worthy of the patronage it has received, is to inspire us to make its columns still more worthy of favor, to enlarge the field of its circulation and increase its usefulness, and for this it is our purpose to labor with increased energy in the future.

A BOSTON company has engaged in the business of manufacturing steel-tired and all steel car wheels. The wheels made entirely of steel are designed principally for freight cars. Such wheels, it is said, give unusual strength and service.

THE STRIKE ON THE P. D. & E. R. R.

The strike of short duration, which occurred on the P., D. & E. R. R., or Mackey System of Railways in August last, was brought about by the ill-treatment of the men by F. C. Smith, Master Mechanic of the System, stationed at Mattoon, Ill. It was another case in which a small man, dressed in a little brief authority, outraged every principle of fair and honest dealing with the faithful employes of the system. From the date of his connection with the road, this fellow Smith, began his arrogant course, which was endured until patience was exhausted and forbearance ceased to be a virtue. He studiously sought opportunities to be offensive. In his best mood, insolence predominated. By nature, overbearing, his mental caliber was so contemptibly small, that like the fabled frog, he was always swelling, in the fool expectation of securing big-ness, by belittling the men over whom he could exercise authority—and he was animated by the conceit that such overbearing conduct would secure him favor in the eyes of the officials of the system. And here it is but just to remark, that as a general proposition, a very large per cent. of the troubles on the railroads of the country, between employer and employé, have their origin in the injustice of some underling, whose comprehension of the interests of the road, include themselves and those above them, without a thought of the great army of employes whom they esteem beneath them, and treat as if they were so many cattle. It was only necessary for the officials of the P., D. & E. R. R. to investigate the conduct of M. M. Smith to arrive at the conclusion that he was essentially a *bad egg* and remove him. With this poor specimen of haughty humanity out of the way, the P., D. & E. R. R. moves on pleasantly and prosperously.

The *Magazine* congratulates the management of the road upon getting rid of such a man, because the men in the employment of the road, have had from the first, only words of the high-

est commendation of General Manager Ewing, whom they have esteemed as a gentleman who had their welfare at heart, and who, when the facts were known would tolerate nothing unjust in their treatment, and this good opinion of the men extends to D. J. Mackey, Esq., President of the System, who only required to know the cause of the grievances of which his employes complained to evince a purpose to promptly set things right. The *Magazine* is gratified to record the fact that the strike lasted but a few hours, and that the most amicable relations exist between the managers of the road and their employes, a condition of things which we hope will long continue uninterrupted.

THE New York *Star* tells a story which demonstrates pretty conclusively that all the mean and cruel landlords are not Englishmen who own Irish estates and evict their tenants. The case mentioned by the *Star* involved the sum of \$3.00, two weeks rent. The tenant, a woman and one child, struggling with poverty, absolutely destitute. This tenant was thrust into the street, the day being one of the coldest of the winter, and she would have frozen to death but for the merest accident. It is to be doubted if Ireland could offer anything in the way of eviction more heartless, and yet the landlord had the law on his side.

THE "great American desert" about which so much has been written, is destined to be fruitful of many happy disappointments to those who have labored under the idea that it is something like Sahara or the deserts of Arabia. As for instance, a drill was recently set at work to explore downward to see what was beneath the surface. Going down 740 feet a bed of pure salt 160 feet thick was found, and at the depth of 1,100 feet natural gas was struck. As a result, gas, fuel and salt has been found in fabulous abundance.

IT is a real source of gratification to note the tone of publications more or less directly devoted to the interests of railway employes upon the subject of federation. In a recent number of that ably conducted paper, the *Railway Service Gazette*, we find under the caption of "Railway Labor Unions," facts and arguments which are well calculated to produce reflection. "The only wonder is," says the *Gazette*, that every class of railway officials and employes, from the general manager down, is not firmly cemented together in labor unions. This would probably be the case, were it not for the feeling of pride on the part of the official grades, that they more directly represent the owners of the roads. But even this feeling may not always prove sufficiently strong to stand against the more imperative demands of self interest, which the managements so clearly indicate, lies in the direction of the labor unions.

"Let the roadmaster, the master mechanic, the car builder, the train dispatcher, the trainmaster, or even the division superintendent, present a plea for a better salary; let him show that his duties are very responsible, that his labor is very hard, and that to properly perform his duties he must possess ability and experience of a much higher order than is possessed by other classes of employes even possibly his own subordinates, who may receive as large or a larger salary than he does, but are represented by the labor unions, and what is the result? He is often told that if he does not like his present position he is at liberty to resign, that there are plenty of men ready to take his place. He may even be informed that his services are no longer needed. He is snubbed, humiliated and insulted, his only offense being that he has presumed to request that consideration which he believes his deserts entitled him to, and at all events such consideration as is accorded to others in less responsible positions. He has forgotten that no powerful labor union, with its lowering front, stands at his back to enforce his

demands, or if he remembers, he probably also remembers that his management has always denounced the labor unions, and thinks it would be only too glad to recognize the just deserts of those who stood aloof from the unions.

"But let the committee representing the powerful labor union make its appearance at the door of the general manager's office. It is received with marked consideration. No humble petition is now presented. 'We demand' is the language of the committee. And this demand is usually promptly granted, or if it cannot be granted, the fullest explanations are given, and the committee is made to feel, that it racks the very soul of the manager to be unable to accede to its wishes."

The *Gazette* is of the opinion that railway corporations are chiefly responsible for "Railway Labor Unions." Their policy has doubtless helped the movement—but while labor unions of railway employes have had reference to honest pay for honest work, there have been social, fraternal, benevolent purposes in view, which would have brought them into existence even if railway corporations had been guided by liberal instead of mercenary motives. But as it is, no earthly power can resist the onward march of organization and federation—and this has been the view the *Magazine* has taken of the subject for years past, and passing events, the signs of the times, bear abundant testimony that the views we have so frequently expressed in the *Magazine* were based upon the necessities of conditions which required only be studied to be adopted and to become all prevailing.

.....

IN 1886 the fourteen southern states, in which West Virginia is included, had \$129,226,000 invested in various manufacturing enterprises, and in 1887 the investments had increased to \$256,298,000, a gain in one year of \$127,072,000.

THE C., B. & Q.

In writing of the C., B. and Q., *alias* the "Q.," *alias* the "Burlington," it goes without saying that we write of the strike. The C., B. & Q. is a scab cursed, a Pinkerton blotted system. The C., B. & Q. corporation, if it were an individual, would be promptly indicted for numerous crimes, found guilty and sent to the penitentiary. Its course, since February 27, when the strike began, has been one of unqualified infamy. It was rich, and in the arrogance of power, it assumed autocratic airs, and with exhibitions of stupidity, equalled only by its cupidity, it concluded to impose penalties upon independence and make American workingmen, engineers, firemen, switchmen and brakemen wear its dog collars or starve, never dreaming that the curse it forged for others would eventually fall with crushing force upon its own head.

It conceived the plan of annihilating all the Brotherhoods of railway employes so that its future operations would not be embarrassed by grievances, and the greater the degradation of its employes the larger would be its profits and dividends. It seized the slums for vagabonds, because honest men avoided it as if it were a pestilence, and when wreck and ruin came as a result of its policy, and public confidence was withdrawn from it; enraged by disasters inseparable from incompetency, the miserable concern sought to reinstate itself in public favor by forming an alliance with Pinkerton criminals, and meditated plots and schemes of enormous villainy to accomplish their ends. It has signally failed. It has not only not restored its prosperity, but has earned an amount of obloquy and detestation, such as never before fell to the lot of any railroad corporation in any land beneath the sun.

The losses of the C., B. & Q. are simply enormous. It has not only lost vast sums of money, but its credit is questioned in the money markets of the country. Nor is this the worst of it. Moneyed men do not hesitate to in-

timate that the wreck of the splendid property is directly attributable to the policy of injustice practiced by its officials towards its faithful employes.

While the C., B. & Q.'s property is rapidly decreasing in value, while wrecks multiply and ruin is seen on every hand, the Brotherhoods it expected to annihilate, are maintaining their defiant attitude and the strike is still on.

In this connection, it is worthy of remark that the press of the country is becoming more and more outspoken in its denunciation of the efforts of the C., B. & Q. for its alliance with the Pinkertons to entrap men into criminal practices for the purpose of making the Brotherhoods of Engineers and Firemen odious, and robbing them of their hard-earned and merited reputation for uprightness in all their purposes, and papers which have no kind words for strikers under any circumstance, comprehending the depravity of the "Q." in its desperate efforts to overcome the Brotherhoods by employing Pinkertons to concoct dynamite plots, are now visiting upon that corporation the most caustic disapproval of its course.

We have only to say that whatever may be the result finally, the Brotherhoods will emerge from the battle without the loss of honor, and in any event a signal victory will have been gained.

SOUTH AMERICANS contemplate the construction of a railroad from Buenos Ayres, in the Argentine Republic, to Bogota, in the United States of Colombia. Its estimated cost is \$30,000,000. The country to be opened by the proposed road is said to be the richest in auriferous wealth in the world. The road, if built, will pass through the Argentine Republic, Paraguay, Bolivia, Peru and Ecuador, the United States of Colombia, and will terminate either at Carthagena or Panama. Capitalists once satisfied that it will pay, and the \$30,000,000 will be forthcoming. To cross the Andes will require scientific engineering, but such obstacles are now easily overcome.

THE *Railway Service Gazette* refers to the late strike on the Mackey system of railroads, and takes occasion to remark that when troubles arise between railroad officials and their employés, the officials "select some one of their representatives who is most skilled in that particular kind of work, for the sole purpose of manipulating and controlling as near as possible the various channels through which information of the strike must pass to the public." The *Gazette* is of the opinion that employés are too uncommunicative in such matters, and should adopt the policy of employers. Before a strike occurs, employés seek by private interviews with employers to adjust the difficulty, the questions usually being such that the general public feel little concern about them, but when a strike is declared, the employés are commendably anxious that the public should have full information. In the case of the strike on the Mackey system the trouble grew out of the injustice practiced by a pig-headed Master Mechanic, and with his dismissal the strike ended. Railroad employés propose to be treated as gentlemen.

WE see it stated that Henry G. Raworth is the oldest living locomotive engineer in the United States. He began the occupation of running an engine in 1834 and continued till 1885 without a break, when he quit work on account of failure of his eyesight. Mr. Raworth was born December 15, 1811, and now resides at Augusta, Ga. His first engine was named the "Best Friend," and could make twelve miles per hour. During all his career as a runner Mr. Raworth had but one accident, caused by a "wash-out," and during eighteen years had but one fireman, a negro, and from the first his railroading was confined to South Carolina. Excepting his infirm eyesight Mr. Raworth is said to be well preserved, having never taken a drop of intoxicating liquor.

A Burlington scab, disgruntled and blue,
Because his machine was minus a throttle,
Told a Pinkerton spy he'd try and pull through,
As long as a dram remained in his bottle.

THE question of railroad ties is becoming one of the most serious that confronts railroad owners and builders. The supply is vastly below the demand and the situation is steadily growing worse. A San Francisco paper says the Southern Pacific company wants 3,000,000 ties, but can't get them, and orders for ties are piling up everywhere. The 160,000 miles of road require an immense number of ties for renewal and the demand is indefinitely increased for the extension of old lines, the construction of feeders and the building of new lines. One person who has studied the subject says there is more lumber in ties than there was standing in all the buildings of the country twenty-five years ago, and at the present rate of consumption, in another twenty-five years the situation will be such as will revolutionize railroad building.

THE question now is, shall the Pinkertons go? There is not an independent working man in America who does not respond: The Pinkertons must go. They cannot and will not be tolerated. Those who hug the delusion that the standing menace to the independence and free speech of American workmen will remain, are totally incapable of comprehending the spirit now abroad in the land.

ACCORDING to a report made to the Legislature of Minnesota the railroads of that state cost an average of \$20,000 per mile, as a consequence the 4,424 miles of roads in that state represent an investment of \$88,696,000.

THE Pennsylvania system wants 30,000 tons of steel rails for renewals. This order at \$31.50 per ton amounts to \$945,000. An active demand from other roads means activity in the steel rail mills of the country.

The debt of the "Burlington" steadily increases, profits have disappeared and wrecks multiply.

THE *Railway Service Gazette* in commenting upon the duties, hours of work and the pay of train dispatchers, says:

It is admitted that some dispatchers must work for \$45 per month. Few receive over \$100 per month. The train dispatcher must possess ability and experience in a degree that is surpassed by but few officials of any grade of the service, and yet there are certainly few employes who do not receive larger salaries. It is true that a man may live on \$60 a month "and save something on that."

It is told of an old negro, whose wife had died, that friends called in to condole with him. One, a pious old darkey, asked the bereaved husband if his wife was "resigned." "Resigned!" exclaimed the ebony mourner "Why, bless your soul, brudder, she had to be." Now a train dispatcher may have to work for \$45 or \$60 a month, "and save something on that." They may be resigned to their fate, because they have to be. The tendency of wages is everywhere downward, and this thing of keeping soul and body together, is becoming a more and more desperate struggle every day. The trouble is that while a train dispatcher may manage to keep his own soul and body together, if he is single, what are the conditions if he has the courage to marry and have a family? The little dispatchers come, they come with mouths to feed and with bodies to clothe—and the souls and bodies of mothers and children have to be kept together. But it can be done, it has been done and is now being done, but it is done by the daily sacrifice of the necessities and comforts of life. The *Gazette* says "the man who is fit to be a train dispatcher should not be required to live on a sum just a little larger than is sufficient to keep body and soul together, for if he is a good and successful dispatcher, he possesses all those qualifications which will enable him to successfully win his way through the world in other kinds of business." Trains are now run by telegraph dispatchers. A mistake made by the dispatcher is of such supreme consequence that it is almost certain to result in the loss of life and the destruction of property, and the dispatcher, therefore, becomes one of the

most important men connected with railroading enterprises—and yet, these men are usually overworked and always underpaid. A more shameful picture of greed, injustice and disregard of the welfare of the travelling public, cannot be found.

It is said that the Chinese manufactured paper as early as 170 years before the dawn of the Christian era. It was first made of cotton A. D. 1000, and then of rags in 1319. Coarse paper was made in England in 1590 and for writing and printing purposes in 1690. Now a great variety of commodities are used for the manufacture of paper, and the article is put to uses never dreamed of in the early days of its manufacture. Railway car wheels are now manufactured of paper by the million, and lately paper bottles have come into use, and promise in a large measure to supercede glass. A contemporary says the "paper bottles are made by rolling glued sheets of paper into long cylinders, which are then cut into suitable lengths, tops and bottoms fitted in and the inside coated with a water-proof compound." The advantages of the paper bottle is that it is lighter and cheaper than glass and cannot be broken. It is thought that paper coffins will soon come into vogue. A splendid representation of rosewood can be manufactured for a trifle, and those who want style "in such things" can have it for a fraction of the present cost.

It is reported that "in Pennsylvania, the Supreme Court holds that a train dispatcher is not a fellow servant with the engineer of a train, subject to his orders, within the meaning of the rule which exempts the master from responsibility for an injury received by an employé through the negligence of a fellow-servant." And if not a fellow-servant with an engineer, as certainly not with any other train man. Most assuredly, the co-employé theory is a legal heresy, that ought to have no standing in a court of justice.

GEN. JAMES HARRISON WILSON estimates the railroad mileage of the United States at 160,000, with an aggregate capitalization of \$8,500,000,000, and the number of officers and employes of all grades at 900,000, and yet he says, "notwithstanding the enormous amount of money invested in railroads, and annually paid out for their operation and maintenance, there is not a single general railroad school in the United States—not one exclusively devoted to the education of civil and mechanical engineers for railroad work, and not even the semblance of one for men who desire to prepare themselves for the administration of railroads, as auditors, superintendents, traffic managers, managers and presidents." The General is of the opinion that the time has come for educated railroad men, from top to bottom, and that however well qualified a man may be by practical experience, he would be vastly more valuable if he had had the benefit of thorough training of technological schools, and that presidents and managers stand quite as much in need of such training as any of their subordinates. General Wilson advocates scientific railroading and believes accidents would be decreased and safety promoted.

THE following decision in Georgia affords an exceedingly delicate problem for a jury to solve. It appears that in Georgia an employe of the Port Royal Railroad Co. was killed in an accident while a train of that company was running over the tracks of the Augusta Railroad. His widow sued the latter road for damages. The Supreme Court rules that the latter company is liable if it failed to furnish a track over which the train might safely run. But if the injury was caused by a defect in the trucks of the cars of the company of which plaintiff's husband was an employe, she cannot recover from the other company. But if caused both by a defect in the trucks of the cars of the Port Royal and in the track of the Augusta company,

then she is entitled to recover in the proportion the defective track contributed to the injury. The point is to find out how much of the damage belongs to the "defective trucks" and how much to the "defective track." We fear the widow will finally get nothing at all.

AN engineer on a Southern railroad stood bravely to his post, reversed the engine and prevented a disastrous collision. The passengers on the train were appreciative and gave the engineer, H. W. Elliot, a gold medal. This was right, but if every engineer who by his heroic act has prevented collisions and wrecks from other causes were to receive a gold medal the price of gold would advance. But the incident goes to show that there are people in the world who appreciate heroism and are willing to bear substantial evidence of the fact. In all the employments of the age not one is better calculated to test courage and fidelity than that of the locomotive engineer. His employment is one of ceaseless peril and it is agreeable to notice that once in a while his courage and skill is properly appreciated.

THE latest estimate is that the United States have 160,000 miles of railroads, requiring 37,520 locomotives. A test has been made showing that a locomotive annually requires 3,600,000 gallons of water. As a consequence, 37,520 locomotives require annually 135,072,000,000 gallons of water, which they transform into steam. No wonder that water is occasionally scarce in some localities.

THE estimate is that during the year 1887, 50,000,000 pounds of cotton seed oil was used in the United States for the adulteration of lard. This adulterated lard is shipped in large quantities to Europe, where the fraud has been detected, and if not stopped, will result in its exclusion from European markets. Honesty is the best policy

THE oystermen of Chesapeake Bay have discovered that if oysters can be induced to keep their mouths shut when out of water they can be transported long distances and that they will keep fresh for several months. To guard against the indiscretion of opening their mouths, by which all the "preserving juices escape," a wire with a single turn is twisted around the shell in such a way that the old saying, "dumb as an oyster" maintains its proverbial standing in philosophical circles. It is said that "silence is golden," and by compelling oysters to keep their mouths closed the Chesapeake oystermen can ship 20,000 of these quiet luxuries to England every day at a large profit. Other than oyster mouths could be *wired up* occasionally, to the great advantage of the owners of the mouths.

DURING the year 1887, as shown by the *Railway Age*, 12,724 miles of railroads were constructed in forty-two states and territories. The statement shows that this new mileage includes 364 lines, but it should be understood that much of this new mileage is extension of main stems, branches and extensions, and not so many different companies. There was no addition to the mileage in the states of Vermont, Connecticut, Rhode Island, Delaware

of the list, having built 2,070 miles, next Nebraska, with 1,101 miles, Texas following closely with 1,055 miles. and Nevada. Kansas is at the head. The southern states having a total of 2,815 miles. This speaks well for the south, and shows that that section of the country is rapidly coming to the front in railroad enterprises.

THE organ of the woodworkers is of the opinion that a great many mechanics work without thinking—that having learned their trade, they thenceforward work like machines. This is doubtless true in many instances, but a visit to the patent office rooms at Washington will tell a story of mental activity on the part of mechanics worthy of the highest encomiums.

THE land grant question to railroads ought to be settled at once and forever. Railroads that have earned the lands donated by the government, should have legal possession of them without further controversy, and roads that have not earned the lands by construction, have no right to them and such lands should at once go back to the public domain. This done, and railroad land lobbyists at Washington, would disappear, and one species of corruption would be among the things of the past.

POETRY vs. FACT.

I LOVE my love in the morning,
For she, like morn, is fair.
Er—that is to say,
If you keep away
Till after she's crimped her hair.

I love my love in the morning,
I love my love at noon,—
But it makes me sad
To see her get mad
When I get home to dinner too soon.

I love my love in the morning,
I love my love in the eve,
But if she should snore
Just a little bit more
I think I should have to leave.

—*Somerville Journal*.

THE NECESSARY PROTECTION.

Protecting American industries is an important question for consideration, but protection for American labor is the vital issue of the day. The general tone of our law makers and their immediate followers during the office-seeking season is faithless, empty promises.

When the direct question is addressed to a representative man as to what can be done to abolish foreign contract labor, giving him no chance for equivocation or evasion, but demanding a straightforward answer, he invariably tells me it is an evil, and he knows it, but it can not be helped, owing to the fact that our constitution limits none but Chinese immigration, and therefore, as matters now stand, we are obliged to submit to the long-established and growing evil.

Such is truly the case, and why? Simply because the working classes of America are blind to their own interests, raised as it were in darkness, tutored under a master whose only object is self-aggrandisement.

Do you ever notice in political contests where the concentrated forces are quartered, who invariably decides the battle? Is it in the rural districts of a State where boys grow up in the lap of luxury, educated to till the soil, enjoying the rights of their own opinion, guided by an intelligent father who has been properly trained before them? No. The great balance of political power is caged in the factories of our cities. Men whose fathers for generations back have stood at the loom, the lathe, the bench, the forge, walking the treadmill of monopoly's churn from 7 A. M. to 6 P. M., six days a week, every week of the year, without the advantage of any of life's pleasures to cheer them in their grinding toil, deprived of the chance of social culture save the teachings of the grog shop, knowing nothing but the master's bidding, due to the fact that from olden times down to the present day their ancestors have served a succession of masters in the same menial capacity, living like parasites upon the dust only which rises in their master's mill, living in one of their master's houses—rows of which have been built out of the surplus profits of their labor—having the necessities of life dealt out to them daily from the master's store in quantities not to exceed in mercantile value the pittance allowed them for their labor. And if the man be one of family he is compelled to take his little boy and girl by the hand while yet in tender childhood years, and lead them with him to the mill, depriving them of school advantages, and destroying physical development which is of vital importance to man's intellect. Men of this stamp have but one object in life, and that is to cater to the master's will.

Is he ever taken to the primary meetings

and there enlightened as to what might better his condition, and taught to know that he is really a part and parcel of this mighty power? No, I guess not. He is not wanted there by this industry protecting element. All that is required of him by the master whom he serves is to wait until the time to vote arrives and then he comes into play with the plain understanding that the master must be obeyed and represented at the polls or he must look elsewhere for employment.

Thus by the might of destroyed intelligence and coercion on the part of the mighty men of wealth who own the struggling poor, our official chairs are filled from time to time with such detested monsters as will legislate such laws as rob us of a freeman's right, depriving us of the right to sell our labor at a profitable price without incrimination under the penalty of fine and imprisonment, giving to monopoly the right (backed by the strength and majesty of law) to oppress and persecute the poor by depriving them of bread and meat, robbing them of coat and shoes to enrich the coffers of a few who have our official chairs for sale and will sell them only to such customers as they can trust.

Our political state to-day is indeed deplorable, and the only way to remedy existing evils is for labor to declare its independence; cut loose from the old moorings of party faith and form a labor federation: make a platform of our own, build it strong in behalf of the working man, unite our interests as they should be and demand such laws as will give to labor labor's due.

Down with such laws as make our land a refuge for the crime, ignorance and pauperism which are sent adrift upon the high seas (from Hungary, Poland and Italy) to be caught in the great American labor nets by monopoly's wary fishermen and landed on our blood bought shores to trample under foot our rights and blaze the tree of liberty.

There is no use in dallying any longer, waiting for the capitalist to show benevolence to the working man. His ideas of legislation are centered in his own interests, and if he can have laws so framed as to insure him the whole earnings of both capital and labor he is satisfied, and is going to obtain that end, and if coercion and bribery are necessary he is going to employ them. This fact stands boldly before us. We must elect to our legislatures working men who will support the working man's interests or be driven from the field of honest labor.

We who are the supporters of the government in times of peace, the wealth producing power of American industry, and the invincibles of the world's armies when war is a stern necessity, should receive all advantages due to patriotic citizens. Therefore let us demand protection from this govern-

ment, which, by the might of labor's knights, is the most powerful on earth.

But we can not obtain our just due from either platform presented to us to-day. We have tried them long enough and have been long enough deceived, and the great object before us now is to build during the next four years a strong federation of labor. Not to paralyze our country's interests, not to block the wheels of industry and commerce, not to rob capital of its fair earnings, but to check the great influx of paupers, to check the enslavement of American labor, to command our national, citizen rights. So with fairness to all and prosperity in view, let us

demand that foreign pauper labor be excluded from our shores, and beginning now let all honorable labor organizations at their annual conventions take up this important subject and legislate toward that end. Much can be accomplished in four years to better our condition in the future, if we exert half the energy in our own behalf we are compelled to employ to please the taskmasters of monopoly, who are rapidly though quietly enslaving us. Let us show Uncle Sam that the best protection for his industries lies in protecting his industrious sons.

H. J. Fackenthall.

THE BRIGHT SIDE.

To the Boys who Lost their Situation on the "Q."



HERE is many a rest in the road of life,
If we only would stop to take it;
And many a tone from the better land,
If the querulous heart would wake it.
To the sunny soul that is full of hope,
And whose beautiful trust ne'er faileth,
The grass is green, and the flowers are bright,
Tho' the wintry storm prevaieth.

Better to hope, tho' the clouds hang low,
And to keep the eyes still lifted;
For the sweet, blue sky, will soon peep through.
When ominous clouds are sifted.
There was never a night without a day,
Nor an evening without a morning,
And the darkest hour, as the proverb goes,
Is the hour before the dawning.

There is many a gem in the path of life,
Which we pass in our idle pleasure,
That is richer far than the jeweled crown,
Than the miser's horded treasure.
It may be the love of a little child,
Or a mother's prayer to heaven;
Or only a beggar's grateful thanks,
For a cup of water, given.

Better to weave in the web of life,
A bright and golden filling,
And do God's will with a ready heart,
And hands that are swift and willing,
Than to snap the delicate slender thread,
Of our curious life asunder,
And then blame heaven for the tangled ends,
And sit and grieve and wonder.

—Harry Relvent.

Mechanical

Locomotive Power.

MR. EDITOR:—Motive power is power to produce motion. Locomotive power is used to change location or place.

A man is a being with power to move himself. When rolling down hill he has the speed of rotation. When kicked out of doors he has the speed of translation. But how does a man walk, or move himself? By the operation of certain mechanical principles; chiefly by leverage with the fulcrum on the ground.

A locomotive is a machine with power to move itself and attached objects. How does it do this? How does its "power" become "motive" as to location? Its pistons may move and its wheels revolve, and the machine remain stationary. It may roll down grade without steam. It may be pulled along the track by a rope, or pushed by hand. It may fall through a trestle by gravity, or go up in an explosion. In these movements we may find velocity, momentum, speed of rotation and speed of translation, but no solution of the question, "How does an engine move itself?" This is only answered when the power, applied to the drivers which are levers, find a working fulcrum on the track.

I am sorry to see one clear-headed writer laying much stress on the "speed of rotation." He will find that phrase as delusive as "two times rest is motion," or "8 times 8 are 65." Keep the question of motive "power" distinct from the motion produced. The truck wheels of an engine have more "rotation" than the drivers, but they are foreign to our inquiry. Rotation is a product rather than a means, a kind of motion and not a mechanical principle. As affecting traction, rotation is chiefly a device for overcoming friction. Given a perfectly frictionless track, a wheel would slide faster than it could roll. Slide a 5-foot wheel the length of its circumference, and every point in it would move fifteen feet in a straight line, the shortest distance. Roll the wheel one revolution, and every point in it, except the center, travels in a curve line greater than fifteen feet, the points in the circumference travelling 20 feet. Where there is no friction, rotation retards rather than helps. Who uses roller skates when the ice is smooth?

Imagine an engine without weight, supported on trucks on a perfectly frictionless track. No gravity—no inertia. No friction—no resistance. Touch the front end with your finger, the engine moves back. Touch

the rear end, it moves forward. The drivers are suspended clear, and if you give steam they rotate, but there is no locomotion. Now cog the driver tires, place a stationary cogged rail under them, attach a train to the engine and open the throttle. The "power" now becomes "motive," the engine moves itself and the train. Trace the mechanical principle involved and you find simple leverage; and "the fulcrum on the track" is the factor which has now changed the "power" to locomotive power. If you want "rotation" simply, a fulcrum in the axle will do, but if you want to *move* the wheel you must have a fulcrum outside.

Archimedes did not want to "rotate" the earth, but to "move" it, and if Jove or Vulcan had told him when he asked for a fulcrum, "Oh, there is a fulcrum in the center," the old philosopher would probably have told them to look a little more closely into the subject of locomotive power.

Amboy Division.

CHILLICOTHE, Mo., August 17, 1888.

MR. EDITOR:—The "water-for-sand" idea seems to be received with a good deal of favor by some of the contributors to this department. To these I want to say a word or two of caution before they discard the sand-box entirely. My experience leads me to believe that in any climate where 10° below zero is mild winter weather, water applied to the rail either in front or behind the drivers, will not be found desirable; and, accepting Mr. Rauch's lubrication theory as correct, I doubt that its application in like manner would be just the thing in making "emergency stops." Again, I often experience difficulty in running as far as I would like with a tank of water, and to use it as proposed, would of course increase the difficulty. While discussing "water," let me ask what I conceive to be a practical, if not an important question. Suppose an engine with a train, makes a run in a given time. Will she require more or less water to make the run in one-third less time? All conditions, except "time," to be the same. I am much pleased with the Mechanical Department but will like it better if the editor's suggestions in the July number are adopted.

A. H. Tucker.

WORK has commenced on the new shops of the New York, Pennsylvania and Ohio Railroad at Briar Hill, Ohio. The contract for their construction has been awarded to Drake, Shattuc & Co., of Pittsburgh, who also have the contract for double-tracking of the road from Youngstown to Cleveland. The company has bought thirty-six acres for the shops, and expects to have them ready to be occupied by November.

Early Railroadng.

The early Norris engines were all outside connected, with drivers forward of the fire-box, the builders claiming more adhesion to the rail by placing them there. The Baldwin folks placed their drivers back of the fire-box, not claiming a greater tractive power, but a better distribution of the weight; both were right. Other builders designed locomotives to conform to these different views, and they all did good work, Baldwin confining himself to the crank axle for some years, when he abandoned it for the outside connection. Some of the old hands on the Philadelphia Division of the Pennsylvania R. R. will remember the "Brandywine" and "Juniata," when they read this article. The first named was the first outside connected Baldwin engine that ran on the old "State" road; but the three smartest engines that ever came on the road in the early days, were the three Eastwick & Harrison engines, the "Enterprise," "Telegraph" and "Bad Eagle;" they were outside connected, drivers in rear of fire-box, single eccentric; (their valve motion I never understood); at all events they were flyers; some of the old guard remember them.

It was the practice with most builders to make the guide and pump in one piece, or in other words, the guide was cast hollow, the plunger working inside of the guide.

At the present day, where pumps are, we see a lot of studs and nuts to hold the pump together. In the early engines a stirrup passed over the valve cages and hooked over the bottom flange or feed-pipe connection, the top of the stirrup was arched, having a set screw that set down on the check pipe connection and tightened up all the joints at once. The same device was used in making the check-joint, and they held the thing in good shape. The shape of the stirrup will be better understood when I say it was like the letter U turned upside down. Sand boxes had not come into general use although sand was carried on the engines, or rather in a box on the tender. The sand-pipes had a cup-shaped top, and the engineer and fireman each had a tin cup which they would fill with sand and turn the cup to one side and let the jar of the engine shake the sand out. Cylinder cocks were not connected so they could be handled by the engineer, so it was a part of the fireman's duty to jump off and run around the engine after she had started and shut the cylinder cocks. In my first article I spoke of the front end getting red hot. The stack mostly in use would look like the present diamond stack turned "t'other end up," placing the bulb next to the smoke-box. I think they were called the "Yankee" stack, or "pipes" as they were then called.

Petticoats were unknown; the exhaust pipes ran up to the top of the smoke-box and entered the netting which was in the form of an inverted cone in the bottom part of the diamond of the stack. The smoke-box had nothing to help clean it out; the fuel was good wood and coal. The fireman would throw in about a dozen sticks of wood and then sprinkle a couple of shovels of coal over it; in consequence of no cleaning device in the smoke-box the unconsumed parts of the fuel would collect there and ignite and heat the front end to a cherry red; (the front end door was boiler iron) when they would stop for wood and water the fireman would take water (there were no head brakemen in those days) unless some of us boys would jump up and take water for him (which water act, the writer has often performed). While water was being taken the fireman would clean out his ash pan and then go around and hoe out the front end or there was no steam; so you see, boys the man on the left side had no time to flirt with the girls. The fireman had another duty to perform, the neglect of which cost some of them their lives; all covered bridges were too low for the stacks, in consequence the stacks all had a joint in them where the diamond and straight parts met. To handle the top of the stack a long rod was connected to it leading to the left side of the engine. On approaching a covered bridge the fireman had to take hold of the rod and pull the stack down. It sometimes happened at night that he would not see the bridge in time which striking the stack would knock it back and drive the rod through the body of the fireman, if he happened to be on his box at the time, so you see it has been a dangerous calling ever since railroads were first worked by steam.

W. DeSanno, ex-Engineer.

MR. EDITOR:—"Two times nothing" in the September *Magazine*, 1888, page 668, Mechanical Department, by "Amboy Division," is to me very interesting reading. His Fig. 2 illustration, is in the same line as that of Mr. Lockwood, in the July number, 1886, pages 406 and 407. My answer thereto, in August number, 1886, page 465, and Mr. Lockwood's further explanation, September number, 1886, page 521.

Illustrations—Figs. 1 and 2, *b* and 2, Fig. 1, and dotted line C to C, Fig. 2, represents the "speed of translation," say fifteen feet, or say fifty miles per hour, then as A. D. says, "the top has moved twice as fast as the centre, the bottom has not moved at all." Won't A. D. please tell us how far the *bottom* of the wheels have moved on the rail F E, in a line with the dotted lines C C, equal distance therefrom, in one revolution by translation, when the bottom has not moved at all?"

Eccentric.

MR. EDITOR:—The advance sheets of the September *Magazine* are at hand, and we still find the Mechanical Department "holding its own." Following the first page devoted to mechanics we find an article on "Early Railroadings," by W. DeSanno, which gives some details of our calling in its infancy, which have not yet lost their interest to our members, some of whom, no doubt, can tell tales of like tenor.

Next comes our Galveston friend, formerly "Eccentric Strap," or "E. S." for short, now revealed as A. J. Schmidt, or still Bro. "S." "for one more month," as he says, but I hope with our editor, that he will reconsider this and that we shall still have the pleasure of his company in these columns, because of the earnestness with which he labors and the attention which he devotes to the subjects he discusses. I hope that instead of a funeral we shall soon have a birth in the Mechanical Department, and that instead of death we shall see it grow into still more energetic life, and increase in practical usefulness. While the editor suggested the signature of proper names, and while I am not afraid or ashamed to have my name attached to any and every line I have ever written for this, or any other publication, yet I have deemed it best (and after setting forth my reasons to the editor I think he fully concurs) to remain "Vulcan" for a while longer, and in the course of time my identity may be made known, and I held responsible for all my shortcomings and mistakes. As I understood it, the suggestion was made to stop sarcastic writers from using *nom de plumes* to cover their identity, and thus prevent their "bushwhacking" style of discussion. Facts and figures we want and must have, and figures will not lie, as has been aptly illustrated by our friend, "Amboy Division," in answer to Mr. Rauch's puzzle about sixty-four square inches being able to cover sixty-five square inches. It will be too small or leave a crack somewhere just the size of one square inch.

Bro. "S." says "Vulcan" is hard to see a point. I surely thought "S." said setting by the third spoke, but I am willing for the sake of harmony, to accept his qualification in regard to "position on axle in relation to crank-pin," and cry quits. I noted that "S." meant "Vulcan," where the types made him say "Vacuum," and made allowance for it.

I accept "S.'s" answers as correct and in accord with mine, except that I did not think of relieving the axle of the weight, thus making it have less friction and less liable to heat. As I have had my say in regard to "Paul's" insinuations, I can only say amen to Bro. "S." in his reply to "Paul."

In regard to "S.'s" correction on the lead, I am willing to own up that the lead is developed as stated, and if we can get lead in full gear we shall retain it when hooked up,

or rather increase it. I am glad that "S." confirms my idea that a locomotive with added lap, as advocated by "Poly—" would not be as strong as she was before, and would have to be worked further down than before to obtain the same power.

I fully endorse what Bro. "S." says in regard to learning how to make steam, and endeavored to master that subject in my ten years service as fireman, but while picking up knowledge in the tank, one of the first lessons impressed upon my mind was the fact that while I was making steam, other men at the throttle were using the steam, with greater or less economy, or with no economy at all. Now, we all know that some men keep their families in comfort at a cost of from 25 to 40 per cent. less than other men use for the same purpose, and it is also a fact just as clearly demonstrated, that men at the throttle of a locomotive use steam in a like manner, thus neutralizing the most determined efforts of the fireman to produce the extra steam demanded by them to do a given amount of work. This difference of running led me to closely watch matters to find out how to account for the matter of a ton of coal a day saved under the management of one engineer over that of another, and after having formed my opinion on the matter, I began to search for information or confirmation among engineers and older firemen, but with very poor success. One day I had a chance to ask our Master Mechanic the question which was to decide whether my theory was right or wrong, but even he evaded a positive answer. Within a week from that time I found that a party of my co-laborers had discussed the matter in the round-house and come to the conclusion that I must have a good deal of cheek to talk to our Master Mechanic about such things. Well, I was after information and finding a man who I thought had it, I asked for it and if this constitutes cheek I am full of it, and am happy to hail "S." as another "cheeky fellow," ready to ask any one we meet for information we want if we think it is in their power to give it.

"S." answers "N. Y. C.'s" queries in about the same manner in which I have answered, and closes by wishing success and bidding farewell, but I should feel sad to know that to know Bro. "E. S." as Bro. A. J. Schmidt, is to know him no more in these pages, and hope I shall be gladdened by seeing his sprightly communications teeming with good points culled from the stock of his large and varied experience, for years to come.

"Amboy Division" has an article designated "Two Times Nothing," addressed to Lockwood and calling his attention to certain points, but as I am not invited, and also lest I be again accused of driving "A. D." from these columns, I restrain my in-

clination to say something on Fig. 2, which seems to need it.

As Mr. Lockwood persistently ignores the various questions put to him at different times, I will not enter into a discussion of the wheel and lever question with him, which his article invites and in which he has offered several good holds for an opponent to take to upset his arguments.

"Green Runner" comes to our columns, but he is not as "green" as he would make believe, and has answered the queries he took up correctly, except the last one, on which he will no doubt change his opinion when he sees the reason given by Bro. "S." and myself.

"W. A. G." discusses the brick arch, but as ours are all hard coal burners, we have no brick arches, and do not presume to know anything about them. That double dog reverse lever, it seems to me, must be a good thing, as it would no doubt give a chance to regulate speed by using a half notch more, or less, according to circumstances. I am somewhat at a loss how to account for the admission of cold air to the front end making a better steamer. We are careful to have them as near air tight as possible, using cement to close any possible cracks, under the idea that all air sucked in there does no duty to the fire and is, in fact, that much of a chill to the parts it touches.

"R. H." comes to us from Denver, and says he has not seen any engineer on his road run with full throttle and regulate speed by the reverse lever, and thinks their locomotives are not built that way. We have no wheel reverse gear as he writes of, but those of our men who have paid any attention to the matter of economy in fuel, have adopted the full throttle plan, and even if it does take a pull (and sometimes a strong pull) to release the latch and shift the lever, no engineer with a grain of manhood about him should object to that exertion when he knows that by so doing he will make the labor of his fireman (who has the larger share of it to do under all circumstances) that much easier, and save fuel beside. Whenever I forget that I used to handle the scoop and fail to have a little sympathy for the "boy" who is trying to keep her hot, or do not do all in my power to help make his work endurable, I think the time has come for me to step over on the left side again to take a few more lessons, and to be put in remembrance of the fact that it is not position which makes true manhood, but that good actions towards all is the test. All includes not only those who are engaged in the same calling, but also those who are (as some say) in a lower calling, but while firing is a lower pay job, I regard it as just as honorable as running, and regard the man holding the job just as highly as if he was running, provided he has a true sense of manhood and conducts himself accordingly.

We have lots of sparks with extension fronts on some, and diamond stacks on others, and I do not see how sparks can be prevented as long as we have the exhaust pulling at our fires. With our hard coal the smoke nuisance does not bother us.

In regard to not having flat wheels, when they used to slide them on purpose, I can only say that it would be a miracle if they did not have flat wheels under those circumstances, but as "R. H." and his co-laborers seemed to pay no attention to the harm they were doing by sliding the wheels—they probably paid as little to the replacement of the wheels.

"Otto Hallbeck" answers "N. Y. C's." queries in full, and gives his reasons in a manner which shows that he has made valve motion a study, and his calculations on the air pump query proves that he is acquainted with the rules of calculation of areas, which is not a common accomplishment. I therefore hope that we shall often see "Otto's" signature in these pages.

I want to ask a question and hope all will feel free to answer, "for in a multitude of counsellors there is safety." Suppose a locomotive is to make a run of, say twenty miles, with an ordinary train at, say fifteen miles per hour. On one day she does this with a pressure of 120 pounds on the boiler; on the next day she has a train of the same size and weight, and is to be run at the same rate of speed, in fact all the conditions are to be exactly alike on both trips, the only difference being that on the last trip the steam pressure was kept at 130 pounds instead of 120, as in the first instance. The question is: Is there any difference in the amount of steam used in doing the same work in the same time? If there is a difference in steam, it must be in water, and if in water it must be in fuel. If there is a difference, which is the one that uses the least steam?

Vulcan.

The Pennsylvania Railroad Co., contemplates erecting a number of new shops at Altoona, and in a short time work will be commenced. The improvements will consist of a brick paint-shop 135 ft. by 480 ft. with transfer pit. The building will be "L" shape, having a capacity for forty-eight cars and giving employment to about 200 men. A new cabinet shop 250 ft. by 160 ft. will also be erected at Seventh street and Chestnut avenue. A new round-house for the use of the middle division will be built at Fourth street and eighth avenue. This will relieve the round-house at Twelfth street, which will be converted into a workshop. The statement is made that \$285,000 has been appropriated to meet the expense assumed in the erection of various buildings. A new brick ware-house, to cover two squares on Eleventh avenue, will also be erected in a short time.

MR. EDITOR:—"Amboy Division," September number, 1888, page 668, Mechanical Department, is working the "wheel and lever" problem down very near to a correct solution. I am having prepared some illustrations to accompany an article in reply, and shall treat his illustrations, Fig. 1, as "crow-bar leverage" as contra-distinguished from "wheel leverage," Fig. 2. An explanation is due from me to A. D., as to the meaning of the term "snags ahead." His statements and illustrations in every instance, so far as I recall them, demonstrated correct mechanical principles; the "snag ahead" was the application of their principles in locomotive practice. If "Amboy Division" will take no offense, and I mean none, I will illustrate and explain my meaning as it occurred to me when I first read his article, in its application to a locomotive, and not to a stationary engine, for to this it does not apply.

For some time I have had my suspicions, from circumstantial evidence, as to who "Amboy Division" is. Now that I have proof positive of the fact, although I have never seen him, but hope soon to meet and make his personal acquaintance, let me say here, if all I hear is true, the Brotherhood can ill afford to spare his contributions to the Mechanical Department, or in fact any other department of the *Magazine*. Even "Shandy Maguire," the P. L. B. of L. F. and E., may yet have to look to his laurels.

A question has been submitted to me for an answer. As I am not fully up in this branch of the subject, I state it for the consideration of the Mechanical Department, and will, after looking it over, try to answer it later on. The bite of the drivers on the rail, propelled by steam, *pushes* the weight in *front* and *pulls* that in their rear, the friction which they have to overcome is the metal of the wheel in contact with the rail, also the friction of the axle-box on the upper half of the axle, this last being lubricated, which of these two has the largest amount of friction to overcome? Why does an engineer move his train backward to enable him to get a better start forward?

William E. Lockwood.

GLEN LOCH, August 22, 1888.

The work on the new depot of the Central and Lehigh Valley Railroads at Communi-paw is progressing rapidly, and the latter road is preparing to lay new tracks. A hundred or more Italian laborers are camped just over the gap from Jersey City, and the work of filling in the Morris Canal bed from Mill Creek to the basin will soon begin. It has not yet been decided whether the whole canal will be filled in. If it is decided to keep it open tide water will be reached by a short cut over the Central Railroad property from Mill Creek to the bay.

Shop Notes.

THERE is talk that the Southern Railroad Company will build shops at Washburne, Texas.

It is said that the Northern Pacific Railroad Company is making arrangements to secure an entrance of its own into Chicago. The tracks of the Wisconsin Central may be used.

THE Colorado Coal & Iron Co. has the order for the steel rails for the Seattle, Lake Shore & Eastern Railway.

THE Pennsylvania Company has ordered from the Toledo Foundry & Machine Co. a second Victor excavator of a capacity of eight cubic yards per minute.

THE rolling mills of the Baltimore & Ohio Railroad, at Cumberland, Md., have been closed for an indefinite period, throwing four hundred men out of work.

THE Chicago, Santa Fe & California Railroad Company will build extensive shops at Fort Madison, Ia., which when completed will give employment to 400 men.

THE new car shops of the New York & New England Railroad, at East Hartford, Conn., are nearly ready to be occupied. The plant includes 30 acres of land. There is talk of removing the general repair shops of the road to East Hartford.

THE Kansas City, Fort Scott & Memphis road has let the contract to H. P. Bell for the construction of a large extension to its shops at Springfield, Mo., the work to be completed in sixty days. The work will involve the expenditure of \$250,000; and when completed the shops will employ 500 additional men.

WHEN the volunteers from New England on their way to the defense of Washington in 1861 were prevented from passing through Baltimore by the sympathizers with the South, they chartered a steamer at Philadelphia and landed at Annapolis. The people of that place had run out or destroyed all the locomotives that could be used to convey troops to Washington. One old dilapidated Hinkley locomotive was found, and General Butler, who was in command, called for volunteers to repair it. There were several machinists among the men and they soon put the engine in running order. The lead in this work was taken by Charles S. Homer, who has been for many years an engineer on the Old Colony Railroad and recently died in Providence. For his valuable services at the critical time at Annapolis, General Butler offered Homer a lieutenant's commission, but he declined the honor and served his time as a private soldier.

Car Notes.

The West Shore road has just added four new Wagner Sleepers to its rolling stock.

The Westmoreland (Pa.) Coal Company expect to build car shops at Irwin, Pa.

The Crossen Car Works at Cobourg, Ont., have recently completed a very handsome sleeping car for the Intercolonial road.

The Orange Belt Railroad Company contemplate changing the location of their shops from Oakland to Lanford, Fla.

The Harlan & Hollingsworth Company, Wilmington, Del., has shipped three sleeping coaches to the Boston & Albany railroad.

The St. Charles Car Company at St. Charles, Mo., is building 1,000 freight cars for the Atchinson, Topeka & Santa Fé railroad.

The Chattanooga Car Works in Chattanooga, Tenn., are building a lot of coal cars for the Chattanooga, Rome & Columbus railroad.

The Missouri Car and Foundry Company in St. Louis has received an order for 735 freight cars for the Louisville & Nashville railroad.

The Wason Manufacturing Company at Springfield, Mass., is building several drawing room cars for the New York, New Haven & Hartford road.

The Gold car heating system has been adopted by the Delaware, Lackawanna & Western railway for use on its entire passenger equipment.

The Erie Railway, it is claimed, has saved \$4,000 per year by lubricating their passenger cars by using paraffine in connection with other lubricants.

The South Baltimore Car Co. will establish extensive works at Curtis Bay on a branch of the Baltimore & Ohio Railroad about six miles south of Baltimore.

The New Glasgow Forge Co., New Glasgow, N. S., has contracted to forge 10,000 car axles for the Canadian Pacific Railway, the deliveries to extend over the period of a year.

The Burton Stock Car Company has recently completed ten new horse cars forty-two feet in length for carrying sixteen horses each. The company is now building 500 cars at its shops at Wichita, 200 at Carlisle, Pa., and 100 at Huntington, Pa. Mr. John T. Chamberlain, formerly of the Boston & Albany, has been appointed General Superintendent of the Company's car shops, vice Max Brandt resigned. Erskine R. Merrill has been appointed General Superintendent of Transportation, and will have charge of equipment on all lines west of Chicago.

The citizens of Laredo, Tex., have secured the locating of the shops of the Mexican National railway. Ground upon which to build the shops has been donated, and the company has been exempted from taxation for twenty years.

The Virginia Car Equipment, Trust and Motive Power Company, of Portsmouth, has been incorporated for the purpose of manufacturing cars, locomotives, etc. Thomas Breen, of Knowlton, Pa., is president of the company.

The Wason Manufacturing Co., of Brightwood, Mass., has completed two parlor cars for the New York, New Haven & Hartford, and will soon complete eight more. The cars are to be run between Boston and New York, and the White Mountains.

Ryan & McDonald, Waterloo, N. Y., have filled an order for construction cars from Guayaquil, on the west coast of Africa. They are to be used in railroad grading in Ecuador. This is said to be the first shipment of American construction cars into that part of the world.

The Indianapolis Car & Manufacturing Co., of Indianapolis, Ind., has completed 200 gondola cars for the Cleveland, Columbus, Cincinnati & Indianapolis, and it is stated that an order is now pending for another 100 cars of the same pattern. The C., C. & I. has just completed a handsome new pay car at its shops at Brightwood, Ind.

The new shops which the Canadian Pacific Company is now building in Montreal include a passenger car shop 400 ft. in diameter and two stories high; wood machinery shop, 400x100 ft., two stories high; blacksmith and machine shop, 300x100 ft., one story; store room, 350x90 ft., two stories high, and a foundry, 150x100 ft., two stories high, all of which are to be built of brick and stone, and which, for the buildings alone, will cost about \$300,000. When completed these works will give employment to about 1,000 hands.

The lines centering in Birmingham are receiving many new cars. Nearly every week some of these roads get in a new lot of ore or freight cars, or something of the kind. The first of a lot of 100 new ore cars just built by the Elliott Car Company, of Gadsden, for the Alabama Great Southern railroad, arrived in this city recently. The capacity of each car is 40,000 pounds. A lot of new stock cars, built at the Louisville & Nashville shops in Mobile, passed through the city recently. During the past week the Louisville & Nashville shops in this city have turned out six new flats and four ore cars. It is a notable fact that most of the freight cars now in use on southern lines are built in the South.—*Birmingham Age*.

The Indianapolis Car Company has an order for 2,000 gondola cars of 60,000 pounds capacity for the Atchison, Topeka & Santa Fe Railway.

Twenty-six tourist cars are being constructed at the Sacramento shops of the Southern Pacific for the Newport News & Mississippi Valley.

The Terre Haute Car and Manufacturing Co., of Terre Haute, Ind., is delivering ten 60,000 lb. coal cars a day to the Chicago, Milwaukee & St. Paul.

The Jacksonville & Mayport has received six additional platform cars, and several others also on the way, as well as several passenger and baggage cars.

The Westinghouse brake has been generally adopted on the London Chatham & Dover Railway, in England, and on the St. Gothard Railway in Switzerland.

The first lot of 300 60,000 lb. ore cars built at the Louisville & Nashville shops at Louisville, Ky., for the Birmingham Mineral road were received at Birmingham last week.

The Barney and Smith Manufacturing Company, of Dayton, O., has completed the first 60 of the 5,000 freight cars which it recently contracted for to build for the Southern Pacific.

The Boston & Albany Railroad have successfully applied the Mason pump pressure regulator to the Westinghouse air brake pump, in order to keep an even pressure in the reservoir.

The Lafayette Car Works, Lafayette, Ind., have commenced the delivery of the freight cars recently ordered by the Chicago, Burlington & Northern Railway. They are of 50,000 pounds capacity, 34 feet long.

The Virginia Car Equipment, Trust and Motive Power Company, of Portsmouth, Pa., has been incorporated for the purpose of manufacturing cars, locomotives, etc. Thos. Breen, of Knowlton, Pa., is president of the Company.

It is stated that the Canadian Pacific has contracted with the James Crossen Car Works, Coburg, Ont., for the building of 2,000 box cars, and will also build 3,000 at their own shops at Montreal. It is also stated that 200 locomotives will be completed by next year.

The Vestibule trains for the Michigan Central, which have been in process of construction at the car works at Grand Rapids since last spring, are now complete and go into service Friday on the limited express. They will be drawn by a fast 100-ton mogul engine. The entire train, baggage car, smoker, day coach, dinner and sleeper, is built on the vestibule system, having the platforms enclosed so as to make a complete covered way between cars.

The Muskegon Car Co., of Muskegon, Mich., has increased its facilities, and is now making 12 cars daily, and expects to soon be able to turn out 20. The Company has sufficient orders to run to the full capacity for some months. The erection of a car-wheel foundry is contemplated.

The Pullman Palace Car Co. has shipped during the past fortnight the following cars, among others: Ten passenger and 85 box for the Chicago & Northwestern; three sleeping for the St. Louis & San Francisco; four sleeping, four mail, and four passenger cars for the Atchison, Topeka & Santa Fe; thirty-two sets of trucks, 16 flat, and one box car for the Northern California; four sleeping for the Chicago & Alton; twelve emigrant sleepers, for the Union Pacific; three dining cars, for the Pennsylvania. The orders placed in their car shops during the week were for three sleepers, 250 box, 150 gondola and 50 flat cars.

The Chicago, Milwaukee & St. Paul have lately put in service a large number of double-decked cars for the transport of hogs and sheep. The cars, were built at the Michigan Car Works, Detroit, are very finely designed, and look as if they were put together to endure long years of hard service. They are 35 feet long, and high enough to admit of two roomy decks, where the crowded live cargo will not be likely to smother for want of air. The cars are carried on strong iron trucks with swing centers. All have the Westinghouse air brake equipment, and iron brake beams with a sheet iron truss are placed on both trucks. The Safford bar is used. Iron troughs for watering the stock in transit are secured along the sides of all the cars.

The United States Rolling Stock Company is now employing at its plant in Anniston, Ala., about 400 hands. A large foundry, 130x84 feet, is now under construction adjoining the machine shop, which is being increased about one-third in size. An additional foundry 160x80 feet, will soon be built a short distance from the one now under construction. The axle forge is being more than doubled in capacity, and three great steam hammers have been purchased, to be added to the two now in operation. Among other new buildings soon to be erected are a wood-working shop 100 ft. long by 105 ft. wide; a blacksmith shop 825 ft. long by 105 ft. wide; a car paint shop 500 by 96. The new rolling mill which will be constructed in connection with these works will have a capacity of forty tons of iron a day. Orders have already been given for over \$100,000 worth of machinery for the enlargements and extensions of these great works, and contracts have been made for the material for the erection of the buildings.

The *Atlanta Constitution* gives the following description of the new reclining chair cars recently put on the Louisville & Nashville and Queen and Crescent roads: All of the wood work is finished in solid mahogany. The floors are covered with velvet carpet and the furniture is upholstered in plush. The car is divided into separate apartments, which are connected by narrow passageways. The main part of the car constitutes the sitting-room. In this room are chairs for about twenty-five persons, which are each provided with a foot stool. In the rear of this room is the gentlemen's smoking room and the dining room. The smoking room has seats for about ten persons, and is arranged with all the modern conveniences that could be desired. Just outside of the smoking room are wooden racks, artistically arranged, containing official hotel directions, electric bells and improved fire extinguisher. During the cold season the car is heated by means of the Baker heater. Adjoining the smoking room is the buffet department of the car.

The Fitchburg Railroad Company has begun work on its extensive new car shops at East Fitchburg, Mass. There are to be six buildings in all. Four of them are to be placed side by side, and will each be 100 feet wide by 480 feet long, covering about one and one-half acres, and divided by two cross-walls into three equal sections of 160 feet each. The first shop will be for car repairs, and the next for building freight cars, the third for new passenger coaches, and the fourth will be for a paint shop. Large transfer tables will be put in between the repair shop and the freight car shop, and between the passenger car and paint shops. Some fifteen or twenty tracks will be laid in each shop longitudinally, and by means of the transfer tables a car can be run in or out of either of the shops without interfering with any other car. Across the spur track will be two other buildings, one, 60 feet by 300, for the wood-working department, and the other, 60 feet by 400, will be the machine shop, engine and boiler house. All of the buildings will be of brick, and, with one exception, one story in height, with a monitor roof; the wood-working shop will be two stories high. It is not proposed to erect all the buildings at once, but work will be begun on the freight car shop, and will be pushed forward as rapidly as possible, for the increasing business of the road urgently demands largely increased facilities for building and repairing cars.

THE Honesdale branch of the Erie is to be double tracked. The Erie has recently been stone ballasted for a distance of 200 miles from New York.

Locomotive Notes.

THE Cooke works are to be removed to South Paterson at a cost of \$500,000 for the removal.

A LOCOMOTIVE a day is now being turned out at the Rogers Locomotive Works at Paterson.

THE Brooks Locomotive Works, at Dunkirk, N. Y., have been equipped with a plant of 150 incandescent lights.

THE Southern Pacific will erect machine shops at Fresno, Cal., making that the end of the division, instead of Tulare.

Six new seventy-five-ton locomotives have just been placed on the Frankville branch of the Philadelphia and Reading.

TEN consolidation locomotives have been ordered from the Rhode Island Locomotive Works for the Louisville & Nashville Railway.

Six fifty-six-ton engines have just been built at the Baldwin Locomotive Works for the New York, New Haven & Hartford.

MR. Jacob S. Rogers, is next to John I. Blair, the richest man in New Jersey. He is estimated to be worth anywhere from \$10,000,000 to \$20,000,000.

THE Philadelphia and Reading has just received six heavy freight engines from the Baldwin works, and the Central of New Jersey has received two.

THE Ohio & Northwestern Railroad has received two new freight locomotives from the Baldwin Locomotive Works, in Philadelphia, and four new passenger coaches.

At the Brooks Locomotive Works, in Dunkirk, N. Y., eight heavy mogul engines, seven passenger and three switching engines are being built for the Cleveland & Canton Railroad.

THE Michigan Central Railroad has recently received from the Schenectady Locomotive Works several large locomotives for fast passenger service. They weigh 118,000 pounds each and have 68-inch drivers.

THE Chicago, Rock Island & Pacific recently ordered a group of new eight-wheel locomotives from the Brooks Locomotive Works for use on the Kansas Division of the road. The order has now been changed, and mogul engines are going to be used instead of those selected.

MANNING, MAXWELL & MOORE, of New York, have recently furnished to the Chicago, St. Paul, Minneapolis & Omaha Railway, the following tools made by the Pond Machine Tool Co. One 36x36 inch planer with bed 10 feet long, one 18-inch and one 28-inch lathe; also one 13-inch Niles Tool Works slotter. The planer was placed in the St. Paul shops of the company, the 18-inch lathe in the Altoona, Wis., shops and the slotter and 28-inch lathe were sent to Sioux City shops.

The Pennsylvania Railroad owns nearly 1,500 engines, and some of them are monsters.

Some of the largest locomotives ever built in this country are in course of construction at the Brooks works for the Lake Shore and Nypano roads.

The Cambria Iron Company, of Johnstown, Pa., has completed a large toughening machine, under Coffin's patent, for turning out steel locomotive axles of large size.

It is said that the Pennsylvania road is having a new compound engine built in England for use on its fast passenger trains, and that several seconds to the mile may be knocked off.

The Strong Locomotive Company has voted to build shops for the manufacture of its locomotives. These shops will be equipped with special tools and appliances for building the Strong boiler.

The Southern Pacific company has in course of construction and nearly completed at eastern works forty first-class locomotives. They are much heavier than many of the engines heretofore used on that company's lines.

The Chicago, St. Paul, Minneapolis & Omaha Railroad has received the first of its passenger locomotives ordered from the Schenectady Locomotive Works. These engines have 18x22 inch cylinders, four 65 inch drivers and 54 inch boilers.

The Rogers Locomotive Works, of Paterson, N. J., have just completed an order for three locomotives for the Nashville, Chattanooga & St. Louis Railroad, and have also nearly completed three of an order for seven locomotives for the Long Island road.

The Lehigh Car Manufacturing Co., of Scranton, Pa., has lately completed several 500 hopper coal cars of 25 tons capacity. The firm has also lately completed several orders for export and for the Pioneer Iron Works at Birmingham, Ala., and is at work on an order for a Cuban road.

The Dickson Manufacturing Company, of Scranton, Pa., has a contract for ten freight and six passenger engines for the Central railroad of Georgia. The freight engines will be moguls, with 18x24 cylinders and 57-inch drivers. The passenger engines will have 17x24 cylinders and 63 inch drivers, weighing complete about 92,000 pounds.

The New Brunswick Railway Works at McAdam Junction have just completed two 35-ton passenger locomotives and two passenger trains for their road, all of which are provided with all the modern improvements and luxuries of travel. The work has been designed and superintended by Geo. A. Haggerty, mechanical superintendent of the road.

The Schenectady Locomotive Works, Schenectady, N. Y., have nearly completed their new blacksmith shop, which is 75x350 feet. Locomotives are being built at the rate of 300 a year, and most of them are large ones. Four large consolidations are building for the N. Y. Central.

The Baltimore & Ohio Railroad is building at its Mount Clare shops, Baltimore, a number of consolidation engines of increased power and weight, for service on the mountain grades. Total weight of engines in working order, 124,300 pounds.; cylinders, 20x26 in., driving wheels, 50 in. diameter.

The American Brake Company, of St. Louis, has recently placed its driver-brake on two of the Pennsylvania Company's "Clas S" heavy freight locomotives, at the For Wayne shops. These brakes are now in regular service and give satisfaction. No special tests of their working have been made.

The Chicago & Atlantic have lately received some heavy mogul engines from the Brooks Locomotive Works, and the engines have made such a good record handling the heavy freight traffic of the road, that Mr. Selby, Superintendent of Motive power, recently contracted for five more engines of the same class.

The Baldwin Locomotive Works have just completed for the New York, New Haven & Hartford Railroad six of the largest bituminous coal locomotives ever built by them. They weigh fifty-six tons each, and are expected to make the run from New York to New Haven with a full express train in eighty minutes. The firm have also just completed six heavy freight locomotives, four being for the Philadelphia & Reading Railroad, and two for the Central Railroad of New Jersey.

The Reading Railroad has received twenty-eight locomotives from the Baldwin Works. Of these thirteen are passenger engines, which have been put on the North Penn. and Bound Brook divisions. These engines are of various standard patterns, designed by Mr. G. W. Cushing, till lately superintendent of rolling stock and machinery, but none have the Wootten boilers, which a few years ago were put on all the Reading locomotives. Thirty-two more engines are to be built for the Reading, to be delivered within sixty days. The Reading officials say with this additional rolling stock the Reading will be the best equipped of all the coal roads. Last year nearly 1,000 twenty-ton coal cars were purchased under a car trust, and 250 platform cars hired from a New York company. The sixty new locomotives will be paid for with money to be raised by the sale of the new 4 per cent. bonds. In the plan of reorganization \$10,000,000 of the 4s are reserved, to be issued for betterments.

H. K. Porter & Co., of Pittsburg, recently shipped a small engine ordered by the United States Government, for use in improving the Columbia River, in Oregon. A locomotive recently shipped to a copper mining company in Arizona was for a track of only 20 inch gauge, and had cylinders 9 1-2 inches in diameter.

The Baltimore & Ohio road is building a large number of new engines, which, when completed, will probably be the largest and most powerful on earth. The boilers will be much larger and capable of producing three times the motive power of the largest of any of their present mountain climbers. These engines are constructed for the dual purpose of making greater speed and at the same time with reference to dispensing with the service of so many helpers.

A class of locomotives on the Wisconsin Central were noted for a jarring, uncomfortable rattle about them when running at a high speed. A great many experiments were tried to find out the cause of the annoyance, and it was generally supposed by experts to be in the running gear, but no change that was suggested made any difference. When Mr. John Player took charge of the road's machinery his attention was soon directed to the engines referred to, and their jarring tendency was complainingly dilated upon. Mr. Player rode a few trips on one of the engines and watched her performance carefully. He concluded that the trouble was caused by the side rods being too heavy. The rod without the straps was 91 1/2 inches long and weighed 198 pounds. He reduced the rod in size sufficiently to lower the weight to 133 pounds. This cured the jarring. The rods remained sufficiently strong for the work they have to do.

The Grant Locomotive Works at Paterson are in full operation. A great deal of work is being done for the Erie Railroad, and this, with recent orders, will keep the present force of workmen busily employed for six months to come. The company contemplates the removal of its works to some point in the West not yet determined upon. Recently, in view of this purpose, the force of workmen was reduced, but heavy orders compelled the reemployment of as many of the old hands as could be secured. This temporary slackening of work was in some quarters misunderstood to mean that the works were to be closed. As a matter of fact the company was never more prosperous, than now, and nothing is more remote from its plans than a retirement from business. On the contrary, in its new field the company's operations will be extended with a plant that is intended to be the most complete in the country. It is at these works that the locomotive "America," which took the prize at the Paris Exposition in 1867, was made.

The New York & New Haven Railroad has added to its equipment six immense engines from the Baldwin Locomotive Works. These are the largest engines that were ever run into the Grand Central station, and are used specially for the Boston expresses. They do splendid work, and the men who run them are justly proud of them.

The Schenectady Locomotive Works in Schenectady, N. Y., are building a new shop 75x350 ft. These works in June turned out 28 locomotives, as follows: Three 18x24 passenger, and four 20x26 consolidation freight locomotives for the New York Central & Hudson River Railroad; two 18x24 passenger for the Indianapolis & St. Louis; six 17x54 wheel switchers, six 18x22 passenger, and six 18x24 wheel freight locomotives for the Chicago, St. Paul, Minneapolis & Omaha; one 17x24, 8-wheel locomotive for the Meriden, Waterbury & Connecticut River Railroad. The works are employing about 1,400 men.

Our readers have heard frequent mention that the Pennsylvania Railroad Company intended trying one of the Webb compound locomotives for their fast passenger traffic. We now learn from a private letter that an engine of that kind has just been finished by Beyer, Peacock & Co., locomotive builders, Manchester England, for the Pennsylvania, and is ready for shipment. The performance of this locomotive will be watched with great interest by all mechanical men interested in improving the locomotive. In starting from a station the Webb compound causes a jerking action on the cars due to the operation of the low pressure piston. If the engine proves satisfactory in every other way, we are afraid that this peculiarity will militate against its popularity and hence against its permanent success.

Every one who knows a railroad engineer and has watched him about his engine knows the affection and even tenderness with which he handles it and speaks of it. There is no pet like one of these iron dogs. It is the man's protector. It has the speed of his horse, and more. It has to his ear, a voice—a glad, welcoming voice. He likes above all, the cry of that engine, and its shout of defiance to his rival on the other road. "Jack never tires of telling what his engine did when she was going up Rattlesnake grade." But we find this affection sadly broken by the new rules of "first in, first out." The engines are sent out in the order they came in, and the engineer takes whatever engine falls to his lot. So romance departs before the exactions of business habits and routine.

An engine which has made for itself a most remarkable record, according to the *Columbus Dispatch*, is engine No. 4, on the

Midland, of the Schenectaday make, the achievement lying in the number of miles run without rebuilding. This mileage is represented by the figures 185,483, and is, as far as known, the greatest on record. While incidental repairs were made from time to time, the mileage given had been completed before the engine had been taken off her wheels to be rebuilt. This was done a few weeks ago, and after a complete overhauling, No. 4 started on the road again, doing her accustomed good service.

On the Road.

The Delaware, Lackawana & Western will build a five-mile track between Brookfield and North Brookfield, N. Y.

Extensive repairs are being made in the main offices of the Delaware, Lackawanna & Western road.

On all the drawbridges along the line of the Erie road in New Jersey are notices that boats must wait until the trains have passed over the bridge. This is the result of the discovery of a very old law in New Jersey which gives to railroad trains the right of way. For years it was ignored until the drawbridges became a nuisance, and the Erie hunted it up and caused it to be enforced.

The Pennsylvania Railroad Company is preparing to make a radical change at its Jersey City terminus. It has bought a strip of land on Railroad avenue, extending west from its present property nearly to Henderson street, and workmen have begun to tear down the houses, and as soon as that is done the curve in the track, extending from Henderson street to the river, will be straightened, and six additional tracks will be laid. The round house, which stands at the Warren street crossing of the road, will be torn down, and a new one will be built at Point of Rocks. It will be used for shelter for the engines drawing through trains. The local passenger engines will be laid up on the old tracks along Railroad avenue.

A source of great inconvenience to the railroads leaving the Grand Central Station is the Harlem drawbridge. Although the changes made at Fifty-third street do away with much delay, schedule time can never be observed as long as the trains are obliged to wait at the river for the draw to close. Two years ago the New York Central, the Harlem and the New Haven roads circulated a petition on their trains asking that the bridge be closed for an hour in the morning and a like time in the evening, while the heavy local trains are most frequent. The petition was generally signed and sent with a bill to the State Legislature, but the bill was killed. The bridge is under

the control of the State and Federal Governments jointly. The action of the State must have the Federal approval. The elevated roads are also interested in effecting some change, and the superintendent of the Suburban Rapid Transit is keeping a record of the boats passing through daily to present as proof the necessity of closing the bridge during the time of greatest travel.

The London & Northwestern Railway Company has a working capital larger than that of any railroad in the world, namely, \$550,000,000. The London and Northwestern has an annual revenue of \$50,000,000, and an expenditure of \$22,000,000, operates 2,500 miles of road, conveys yearly 60,000,000 passengers and 53,000,000 tons of freight and minerals; it employs 60,000 people, owns 50,000 passenger coaches, 50,000 freight cars, 3,000 engines, twenty steamships, 3,000 horses, and the number of stations on the line is 800. There are 28,000 signal levers in operation and 13,500 signal lamps are lighted nightly on its roads. The total mileage run by the company's engines collectively in one day is 150,000 miles, and during the whole year 54,000,000 miles.

Plans for a loop track for the accommodation of local trains have been prepared. The passengers will be landed within a few feet of the ferryboats. The loop will do away with the larger part of train drilling that at present causes much delay. The old freight station at the corner of Warren street and Railroad avenue will be torn down and a new one will be built at the corner of Steuben street and Railroad avenue. It will be the largest in the state. An effort will be made to secure the consent of the Riparian Commissioners to extend the ferry slips and pier out into the river 300 feet further than at present. If it is successful it will not be necessary when the road is elevated to close up Green street at the crossing as the present plans provide for. It is not likely, however, that the company will be allowed to do this, as it would be in the nature of an obstruction to steam and sailing vessels. It is reported that the company has been buying all the water front on Staten Island that it could obtain. It is said that it intends to establish a big freight yard there, and to transfer to it a portion of the work that is now being done at the Harsimus Cove depot. Superintendent Jackson says that he knows nothing about the reported purchases and that the report may or may not be true.

The Connecticut Railroad Commissioners, like their Massachusetts brethren, recognize the fact that highway grade crossings over railroads a nuisance not to be tolerated in a thickly inhabited country, and in their report they strongly urge the passage of a law providing for their complete abolition.

Woman's Department.

EDITED BY IDA A. HARPER.

A CHAPTER ON OBEDIENCE.

In looking over the correspondence of this Department from month to month there are no letters which afford so much amusement as those discussing the question whether wives should "obey" their husbands. It really seems that the only way in which it should be answered is with a laugh. The very idea seems ridiculous. When we fought the war of the Rebellion we settled the question whether, in this land of the free, one human being could own another human being. To obey another means to be ruled by this person. In a true marriage there will be no question as to which shall govern the other but it will be an equal partnership in every respect. If, however, one or the other is to obey, it will never be settled by the marriage ceremony which one it is to be. The stronger nature will assume control over the weaker, regardless of sex; but sometimes a woman finds her hands tied with several children, so that she cannot earn the living, and the pocket book in the hands of a husband who chooses to command. In that instance she will have to obey for the sake of the children. In such a case as this it is a question which is better, silent submission or open rebellion. Very often the bully is at heart a coward and if the wife is brave enough to assert her rights she will get them.

The surprising part of it is that many honest, conscientious, God-fearing wives are so influenced by a sickly, religious sentiment as to believe that the Lord intended the husband should be the master. They have been taught this doctrine by men-preachers from a Bible prepared by men-translators. It must be borne in mind that in the original translations and in all subsequent revisions no woman had any part. One of the most eminent Greek and Hebrew scholars in the United States told me that many beautiful passages in the original tongue regarding women had been entirely suppressed and others had been greatly perverted from their meaning. He said it was the desire of his life to collect these passages and give them to the world as his offering to womanhood, but he was so driven with work he could never find time. That same spirit has come down through the centuries, ignoring and belittling the interests of women; it is apparent in history, it is noticeable in the newspaper literature of the present day. It began to diminish when women themselves took up the pen, and

hereafter women will carefully watch these interests and see that the record is fairly kept. Sometime in the future there will arise leaders of the race, women of unserving justice and resplendent ability, who will demand the original manuscripts of that sacred book which has been the law and the gospel for millions of their sisters through all the ages of their bondage, their struggles, and their slow but steady emancipation.

The customs and traditions of the past have enjoined upon woman submission and obedience to man. In the days of savagery and barbarism this was enforced by brute strength, but as we emerged from this dark period it became necessary to employ other means to continue this subjugation, and therefore the religious or emotional nature was appealed to. The voice of God was used to enforce the desires of man. Make a woman believe that a certain rule of conduct is in accordance with the wish of the Almighty and she counts no cost, no sacrifice too great to carry out His will. She accepts with unquestioning faith the belief that all within the two lids of the Bible is the direct word of God and makes no discrimination, following the old theory that a woman should let somebody else do her thinking for her. "God commanded wives to obey their husbands," say these women, in their blind superstition and ignorance. But even with our imperfect and man-made version we find no such command of God. "Male and female created he *them* and gave *them* dominion over the earth." Both were created equal and given equal authority. After the temptation and the fall the curse was pronounced: "Thy desire shall be to thy husband and he shall rule over thee." In other words the disobedient woman is to be punished by having a master but there is no record that God command her to *obey* this master.

This is the story written in the dark ages. By so-called "divine authority" many things were sanctioned that would send men to the penitentiary or the galleys in this humane and enlightened period of the world's history. To those traditions, laws and customs we owe no allegiance. With Christ came the new dispensation, the new religion. The teachings of Jesus are divinely beautiful, wise, just, tender and sympathetic. Did He preach the submission of women to men? Did He command wives to obey their husbands and give the husbands the right to rule over the wives? Nowhere in His teachings can be found a sentence that can be so construed. Even in those times of woman's subjugation, Christ uttered no word that would indicate he considered her inferior to man. Through Him, indeed, spoke God, the Father of us all, not the father of men and the step-father of women. Whence then comes this "divine" authority

commanding wives to obey their husbands? We may read nine-tenths of the Bible without finding it but when we come to the last tenth we find that this dreadful bugaboo, which has been used to discipline women for hundreds of years, appears alone in the writings of one Saul, who had to be struck blind before he would believe in the Lord, and then began to exercise all that bigotry and intolerance characteristic of a new convert. Eliminate the words of this one old bachelor and you have destroyed the weapon that men have held over the heads of their wives, and the poor, weak creatures have turned against themselves, as a reason for object obedience during all this Christian (?) era. But even to Paul we must render his dues. In his epistles, which contain the objectionable commands, he addresses a heathenish and ignorant class of people, whose women were rude, uncultured and without education. To overthrow their objectionable customs and prejudices was to require great time, tact and patience. The teachings of Christianity had to be adapted to their degraded condition. To attempt to make Paul's instructions to these people apply to the refined, educated and enlightened men and women of the nineteenth century is the height of absurdity. Again and again are servants commanded to "obey their masters." "Every woman that prayeth with her head uncovered, dishonoureth her head, and if the woman be not covered, let her also be shorn." "Speak to the aged women that they be not false accusers, not given to much wine;" these and similar passages show the difference that exists between the ideas and the people of those times and the present. Especially is Paul severe against allowing women to speak in the churches. In this he is about as consistent as the brethren of later days. He says, "Let the women learn in silence with all subjection, but I suffer not a woman to teach nor to usurp authority over the man." And then he says, "I commend unto you Phebe, our sister, that ye receive her in the Lord, as becometh saints, and that ye assist her in whatsoever business she hath need of you; for she hath been a succourer of many, and of myself also. Greet Priscilla and Aquila, my helpers in Christ Jesus. Salute Tryphena and Tryphosa, who labour in the Lord. Salute the beloved Persis, which laboured much in the Lord. Salute Julia, Nereus and his sister and all the saints which are with them." So it seems there were some of the women who defied his authority and, after the manner of men, he honored them all the more for so doing. Again he says, "If your women will learn anything let them ask their husbands at home; for it is a shame for women to speak in the church." And then, "If any (husbands) obey not the word they may without

the word be won by the conversation of their wives." We see here that same spirit which descended upon the Methodist General Conference in 1888 and said, "If any woman is permitted to enter, some man must be displaced. You may stay at home and win us by your conversation and raise our salaries and nurse our sick and care for our poor and send money to the heathen, but do not ask to fill the offices, for did not Paul say—" and then the stale, old quotations are put on picket duty.

Paul undoubtedly did command wives to obey their husbands and to be in subjection to them. There must have been some insubordination on the part of the wives, even so long ago as that, or he would not have thought it necessary to repeat the injunction in every epistle, but in almost every instance it is accompanied by an explicit direction to husbands; "Husbands, love your wives and be not bitter against them. Likewise, ye husbands, dwell with them according to knowledge, giving honour unto the wife, as unto the weaker vessel, and as being heirs together of the grace of life." We do not admit that God commanded wives to obey their husbands; we do not admit that Christ commanded it; we do admit that Paul so ordered whenever he had an opportunity; and we hereby decline to recognize Paul's authority over the women of the nineteenth century. Perhaps his admonitions were necessary to the women of Corinth, they doubtless settled that matter among themselves several thousand years ago. In the United States the word "obey" must be very judiciously used; men and women obey the laws, but they do not obey one another to any great extent. It is a term that should never be mentioned between husband and wife. The husband who enforces obedience from his wife is a brute and a tyrant, and the woman who goes back through the centuries to find a yoke for her neck is an object of contempt. Married people should conform as far as possible to the wishes of each other; they should be willing to make many sacrifices for the sake of harmony and happiness; but this compliance should be wholly mutual, as much the duty and pleasure of the husband as of the wife. It should be inspired not by fear, not by tradition, but should be the beautiful expression of love, respect and a noble sense of justice.

We fear the gentlemen who have accepted our invitation to drop in and stay a few minutes in the Woman's Department, will feel that they have not met with a cordial reception. "Shandy Maguire" has left, after telling us that he would rather be in Hades, and the sisters are now after "Cascade." It is only "a way we have," brothers. We believe in free speech and you may have the last word—if you can get it.

WOMAN SUFFRAGE in Washington Territory has been set aside as unconstitutional by the Supreme Court of that territory on the ground that the Legislature had no authority to grant this right. Women have been voting nineteen years in Wyoming Territory under a similar act of the Legislature. Women voted in Utah by the same authority and it was necessary to secure an act of Congress to prohibit it. The question will now go to the Supreme Court of the United States for a final settlement.

DEAR friends, please do not consume space telling *why* you write. Plunge at once into the subject, say what you have to say, and stop when you are done, and it will be published as soon as its turn comes.

A FIREMAN'S DAUGHTER writes from Tam-aqua, Pa., a complimentary note regarding Anthracite Lodge, No. 323.

ALLIE S., from Minneapolis, writes an encouraging and kindly note to express her interest in the Brotherhood and *Magazine*.

QUINCY, ILL., August 13, 1888.

To Woman's Department:

As I am at leisure and it is such a lovely day to write, I have come again, my dear readers, to have a talk with you through the *Magazine*. It is very quiet here among the Brotherhood boys. A great many of them improve the time by going out boating, sailing and fishing. Several of the boys have taken pleasure trips. Bro. Geo. I. Alexander spent a few weeks in the country. Bro. Geo. Jackson took a trip out west, he went to Mulvane, Kansas, to visit his brother Charles, who is running on the Santa Fe. He reported having a very pleasant time. Bro. Chester Marvin has returned home from a pleasant visit with Kansas City friends. Bro. Martin, of Galesburg, passed through here last night on his way home. As usual, the train from the west was six hours late, so he made us quite a visit. The boys here were all very happy to see him. Mrs. J. I. Alexander, Mrs. George Heath and Mrs. Jack Lewis, wives of our worthy brothers, have been on the sick list, but I am very happy to say they are very rapidly convalescing. Bro. Jack Lewis has also been sick. Bro. Will Sammis and wife, of Galesburg, with their sweet little boy, are spending a few days in Quincy. Bro. George Cable and wife have also made us a visit this summer. We were all very happy to see Bro. Cable looking so well. In reading the *Magazine* I never see anything from Progress Lodge, 105. Now boys what is the matter with you, why can't some of you break the monotony? I am right here to tell you I know several of the boys up there that could write if they wanted to.

Bye-bye for this time,

An Engineer and Fireman's sister.

TO THE BROTHERS OF "THE TABLE ROUND."

Not in the heat of conflict,
Mid the rain of shot and shell,
Where loud the roar of cannon,
Sounds forth the soldier's knell,
Where the steeds of battle neigh,
Where the brazen trumpets bray,
Are the soldiers sorest tried.

But when marching to the fight,
They receive the word to stand,
Stand amid the foeman's fire,
And await the next command,
Standing cool, firm and steady,
For the forward march ready,
Calmly standing side by side.

Harder far than active charge,
This the trial of the brave;
Under hostile guns to stand
While the banners o'er them wave;
Then are shown the nerves of steel,
There are seen the hearts most "leal,"
Those who stand and falter not.

This high test is yours to-day,
Brothers of the "Table Round."
Under fire of words untrue,
Firmly wait and stand your ground.
Harder far to wait than fight,
But there's naught so strong as right;
In the end 'twill prove its might.

Many eyes throughout the land,
Note this, your trying hour.
Note your numbers and your strength,
Note how you use your power.
May each "brother" fill his place
With stout heart and dauntless face.
"Trust in God and do the right."

—E. M. S.

To the Woman's Department:

I sit musing, watching the passers by as they wend their way, some carelessly, others quick and interested, as if life held for them at least an object, the sun shines brightly, the cool breezes blow continually, but the birds do not sing. Never before have I lived where there were no wild bird singers, yet I have never lived before where there was not one tree, to the whole town at least, to afford shelter for the dear little warblers. But there are no native trees here and the town is too new to have grown them. Life is pleasant here, the air is so pure, too full of new life to leave much time for dreaming. There are no idlers, no old, decayed houses, no groups of old fashioned, quaint children lying here and there in the shade. There is no shade even, here, only sunny green prairie, which in the spring is covered with the greatest variety of lovely wild flowers any one has ever seen. Now it is a green, grassy carpet of softest turf, no weeds, bushes or anything. No one can dream day dreams here, everything is too full of new life, too real—even grief and sorrow looking up at you see the little cottage where one week ago to-day the happy, little wife with her baby boy watched eagerly for the home coming of husband and father, where all was life, love and happiness. Even in the midst of this bright anticipation came two messengers with the saddest of all tales, he was dead, killed in a wash-out. Only a fireman, James Willson, only one more railroad boy gone home to wait for his family's

coming. The times have changed for him now, but his mission to watch and wait, to stand ever ready to welcome home those who are left behind, theirs to unravel bravely, patiently, sorrowfully and cheerfully, if they can, the hard lines which fate has cast to them. Oh, God! deal mercifully with those who are afflicted, help them to be brave and strong, to resist every inclination to give up the battle. It is so much harder to live when our hopes are all gone, so much easier to give up our hold on life and go with those we love than to take up the tangled threads again and battle bravely for the right. Yet if we can do the latter, if we can go quietly and patiently on with our lives, burying our sorrows deep in our own hearts, too sacred for common eyes, if we can take up our burdens, bear them steadily and trust faithfully in Him who has said, "Come unto me all ye who are weary and heavily laden and I will give ye rest," if we can take up the threads again where they left off, trying not to see the unsightly breaks where happiness, hope and love seem to have filtered through, we will gradually find that the world holds many new joys and pleasures, which, though they can never rob us of our sorrow or take the loved memory from our minds, can still in a great measure comfort us and help us to do bravely and quietly all that we find to do, and teach us to feel for those who too have suffered, to reverence the sad-eyed, quiet little woman whose hair is so thickly streaked with gray. When we learn to read what sorrow has so plainly chiseled on her face, to understand how heavily the heart beats, throbbing with pain and grief so fierce, so torturing, so sore that the flesh has ached in sympathy until every heart-beat has impressed itself on the once fair face, until now all who look can read the tale of hopeless sorrow written there.

There are many bright, happy lives which know very few sorrows, theirs are often full of hope, happiness and love, with no under current of sorrow or regret. How thoughtless they are, how careless of another's woe, how unfeelingly they say, "You ought to feel thankful that your little one is with the angels now." God grant that the hollow mockery of the stereotyped phrase may never come home to them as it has done to so many of us already. If you have never known deep sorrow never attempt to console one who has, if you have, you will know how to offer consolation to another. The knowledge is one of the priceless treasures which experience alone can purchase. Yet in the finest natures, one the fittest to enjoy the one whose sensitive chords vibrate to the lightest touch, you will find the heart that is the most deeply torn by anguish, the heart whose twin sister should be patience, that quiet, old fashioned word which, if practiced, will leave fewer gray hairs in early life, fewer wrinkles in the smooth brow, less furrows in the heart, and make your lives brighter and more cheerful, your homes more pleasant for husband and children, cause them to love you better and all your work to

run smoothly until the end of life shall call you away from it all to a higher home where all your desires, hopes, wishes and thoughts shall be fulfilled, and there will be no restless longing, no unfulfilled ambitions.

Thanks to "Jim Dooly" for his good wishes to the Ladies' Department in July *Magazine*. "Irene" will claim you as one of her boys if Mother Jones doesn't object, and I am afraid that is as good as a rejection already.

Ed Hartzell, Magazine Agent for Fort Worth Lodge, and Harry Lipsey, of Tucson, have been promoted to the right hand side.

Have just had a pleasant trip down into Texas and met many old acquaintances among the boys on the Missouri & Pacific road, made some new friends among them: W. H. Wheeler, conductor, C. B. Keeneard, brakeman, and engineer Jim Blair, on the engine 26, between Fort Worth and Alvarado. Such boys as those are always a recommendation to the company they work for. I am quite sure they had a worthy fireman, too, but the brake forgot to give me his name. He said he knew Mother Jones and for her sake was trying to be a good boy.

AUGUST 17th, 1888.

Irene.

TEXARKANA, TEXAS, August 8, 1888.

To *Woman's Department*:

As I have been a reader of the valuable *Magazine* for nine months and always welcome it to a place in our home, I will make my first attempt to write a few lines to the ladies and B. of L. F. boys. My husband has lately become a member of the valuable Order and I feel it my duty to say a word for the boys of J. H. Selby Lodge, No. 243. Our Lodge is small here but a lively energetic class of boys and on the road to success. I know very few of them here but my hubby knows them all and of course speaks a good word for them. I am pleased to see the ladies take so much interest in the good work, for if there is a class of men on earth that deserve credit and kind words it is the engineer and fireman. With best wishes for success to the B. of L. F. and all. I am Truly yours,
M. A. Smith.

TO SHANDY MAGUIRE.

O, Shandy M., I'm quite o'erwhelmed
By those most gushing praises:
Pray say no more for fear you'll send
This cousin 'neath the daisies.

Your sympathy I thank you for,
Your friendship I will cherish,
The memory of those glowing lines,
I hope may never perish.

Your wit and humor, rhymes and sense,
Awake my admiration,
But I'm afraid you're getting spoiled
By too much adulation.

Your heart is beating 'neath your vest,
I readily believe,
For all you say to make us think
You wear it on your sleeve.

And now for fear you'll think that I
Rave as some fair ones do,
I pause to say, *I'm not in love*,
O Shandy M., with you.

—Cousin Nell.

THANKS.

[Dedicated to Mr. J. S. Townsend, the popular railroad jeweler of Chicago, Illinois.]

I know you all love jewelry, so I'll tell you where to buy;

It will save you fully ten per cent. this gentleman to try.

He is honorable and honest, and well filled is his store,

There is no one in the country of variety has more.

He has watches, he has locketts, he has emblems, he has pins,

I could not name the hundredth part of all his pretty things.

I want them worn by all my friends, and all my girls and boys.

Those Mother Jones's pins are found at Chicago, Illinois.

Four of my boys came here to-day from off the O. & M. Line,

They all exclaimed, "Why, mother dear, what makes you look so fine?"

"Why don't you see my bran new pins with monogram B. R. B.,

Which Townsend, of Chicago, just lately sent to me?"

It makes me look much younger to have those beauties on,

And all who love old Mother Jones are going to send for one.

This handsome, lovely lady's pin, for me was just designed,

It will please the most fastidious taste no matter how refined.

Then boys, this other one you see here encircled by a wreath,

With monogram so finely cut, and link and pin beneath,

Was also just a new design made up for all my boys

By jolly J. S. Townsend, of Chicago, Illinois.

I am very sure in future the railroad jeweler he will be,

And I know he will be patronized by all who these line will see,

For mother's boys have honor, and are not slow to see

That they will also favors show to all who favor me.

There's E. V. Debs and Sargent, they do their trading there,

These names are quite sufficient to show he is just and fair.

If after you have tried him, you will find he is not right,

I would just believe the sun would rise at ten o'clock at night.

He has pins to suit the B. L. F. and for the B. L. E.,

And all the various orders well suited there can be.

So now I send my best regards to all the girls and boys,

And long live J. S. Townsend, of Chicago, Illinois.

—Mrs. Henry B. Jones.

WASHINGTON, IND.

[No charge, Mr. Townsend.—Ed.]

QUINCY, ILL., July 4, 1888.

To Woman's Department:

Now don't go off in a conniption, or think I am going to haunt you, rather think that I, a B. of L. E. and L. F. young lady, will now break the monotony of long silence and try to write a few lines; better late than never is exceedingly applicable in this case. I want to speak about

how kind our brothers on other roads have been to us through our trouble. I never have seen greater devotion to principle and self-sacrificing generosity displayed by an organization of individuals than has been exemplified by the twin Lodges. It is an organization that we all ought to be proud of. Just think for a minute, my dear readers, if it were not for this grand Lodge what would a great many of us do if our dear father or brothers should get killed. The company would not look after us, but the B. of L. E. and L. F. would. Never let me hear anybody say anything about those twin Lodges, for if I do, I think I would hurt some body's touchy dignity. I am very happy to state that a very few of the Brotherhood boys were willing to stay at work during this great strike, and when you brave heroes were asking for your just and equitable demands, I think it is just horrible for some body to step in and take your places. I will not occupy your time any longer upon this subject, as it may be distasteful to you, so I will close my note for this time by saying words are inadequate to express our deep gratitude to all the brothers of other roads for their kindness showed upon us.

An Engineer's and a Fireman's Sister.

BOWLING GREEN, July 21, 1888.

To Woman's Department:

Being an interested reader of the *Magazine* for several years, I thought I would like to contribute a few lines to its columns if permitted. I think that the Brotherhood is a grand and noble Order. I have great sympathy for the firemen. They, poor, tired souls, are the last of the whole crew to get rest or home to the loved ones anxiously waiting their coming. No more than home till he has to go brighten up the engine or the Master Mechanic will say he is not fit to be promoted, he doesn't keep his engine clean; not casting one thought on how hard he has toiled from early dawn till late at night. Take for instance the local freights, as a general thing out from early in the morning till late at night, sometimes 11 or 12 o'clock, and sometimes later, at hard labor, still they are expected to keep their engines shining and free from dirt. I ask the question where or when do they have time to clean their engines every trip? for some rest they must have, but precious little they get, especially the freight firemen.

Laura Woodward.

ELMIRA, N. Y., August 6, 1888.

Editor Woman's Department:

In looking over the columns of our loved *Magazine*, I never see any mention of Liberty Lodge, No. 242. I, for one of its readers, feel an interest in the Order. Please let us hear a word from one of its many members. At present it is prospering and with a trusty set of officials, that is one thing to boast of, for the whole Order is composed of honest, industrious, sober, hard working members. May God ever let his richest blessing be with the Order of B. of L. F., is the earnest wish of
A Fireman's Wife.

To Woman's Department:

DEAR MRS. EDITOR:—Your kindly welcome in last month's *Magazine* has emboldened me to come again, though I confess that your very sweet apology after my, I fear not very courteous rhymes, made me feel as if some of the fire we hear about sometimes had been showered upon my head.

I want to say a word about the "Woman Question," to borrow the title of debate in the M. E. General Conference. Of course, the exclusion of the ladies who had been duly elected to sit in that body was unjust and "unconstitutional," as was proven by the ablest addresses on the subject. I am certainly sorry for the minister who thinks it would ruin the conference to have ministers' wives sent as delegates. If his opinion of the ruinous nature of the influence of a minister's wife has been gleaned from personal experience, his choice matrimonially must have been a most unhappy one.

But sometimes good comes out of evil, and, so the "awakening" which you foresee as an outcome of this issue, will do much, doubtless, toward hastening the grand final result of women fitting themselves for, and filling their true places in life.

One result will be, probably, such a wording of the church discipline as shall make the meaning so plain that a wayfaring man, though a D. D. or an editor may not err therein."

One peculiarity I noticed in the debate as reported. The speeches of those who were opposed to the retaining of the women as members of the conference, were the ones in which the remarks on "chivalry," "sentiment," etc., etc., occurred. This, I think, shows that those men who have the least respect for woman are the most ready to *flatter*. To give compliments instead of justice is adding insult to injury. Should a man with whom I wished to discuss a business transaction, tell me that I was handsome or a genius, I should instantly make up my mind to one of two things, either that he was a fool or took me for one.

May I just say a word to some of the others of the department?

Being on the Old Maid list myself, I do not feel competent to discuss the merits of the "obey" question in regard to husbands, but I have read the command somewhere, I think, that wives should obey as Sarah obeyed Abraham. The only time I remember that Sarah obeyed a command of her husband's was when he cowardly told her to tell a lie for him, and they both got themselves into trouble by it. In another place Sarah commands and the patriarch, afraid to disobey her, prays to know what to do, is divinely commanded to listen to the voice of his wife. So the obey seems to have been commanded on one side as well as on the other.

To "Annie," the young lady who would like to be a fireman, let me say that there are glorious possibilities in that line in the range and coal stove. Why should we not study the subject of "combustion" and apply its principles to practical use in cooking and heating our rooms? Why should

we not read the history of carbon and oxygen uniting, and study how to supply the oxygen so as to make acid and not oxide, how to regulate the draughts so as to get the maximum heat from the minimum fuel? Why are not these things as necessary to know in the home as on the engine? Then especially about the oxygen. Perhaps one reason why cooking spoils the complexion so often, is that the fire robs the lungs.

Yours truly,

Cousin Nell.

[Yes, men are in the habit of dealing out taffy when women cry for bread. Ella Wheeler says: "Chivalry consists in a man's protecting a woman against every man except himself." Women ask for the ballot as a means of self-protection and men say, "O, no, you do not need the ballot, we will protect you," and at the same time there are three million women in the United States earning their own living because the men who ought to do it for them are either unable or unwilling or not on hand when they are needed. We suggest that "Cousin Nell" sign her own name hereafter.—Ed.]

For the Firemen's Magazine:

SUMMARY.

Four poems this month by Shandy Maguire, How he writes them so fast I wish to inquire; I surmise that his pen may be running by steam, And verses fly out at each whistle's scream.

Be that as it may, such a popular rogue— Held by all of the ladies the greatest in vogue— The brothers look on and draw a faint smile, And seem to be pleased, tho' they suffer with "bile."

Mrs. Harper has told he sent her a book, The picture in front has a beautiful "look." I've a copy myself (I paid for it though) And there's one poem in it to some one I know.

He said there he'd come when he drew his next pay, And someone has waited day after day: The reason may be Mrs. M. found the letter, Then he put off the trip until he'd get "better."

So Nora O'Neill, save your dress till next time. Convention at Richmond is such a hot clime, Besides Mrs. M. will pack her valise, And attend it herself with a squad of police.

There's Lily McFadden and dear cousin Nell, And Alice O. Darling, he loves very well, And other dear fair ones he'd like to possess, But what will he do with

—Angeline S.—?

NEW LONDON, O., August 7, 1888.

To the Woman's Department:

Having been fortunate enough to have a very dear friend send me the *Locomotive Firemen's Magazine* for 1888, I could not refrain from saying a few words in behalf of the same. Its valuable advice, kind and sympathetic words to all, are worthy of highest praise. And now a word to the noble railroad men. May they ever be true to their trust, and die, if die they must, with honors which such courage deserves.

Success to all is the wish of a

Buckeye Girl.

WATER LILIES.

Water lilies, Ah! my beauties,
How your breath floats through the room,
As the wind sweeps through the casement,
Over all your fragrant bloom.
How you gleam from out the shadows,
Like the ghosts of buried hours,
That were filled with joys as subtle,
As the perfume of the flowers.

Now I close my eyes as hearing
Far sweet voices of Lang Syne;
Time and space are both forgotten,
And a waking dream is mine.
For in thought I'm drifting backward,
Backward still until I stand
By the old red bridge at Northville,
In the sunny meadow land.

Hark! I hear the wood bird calling,
And I see the river flow
In and out beneath the willows,
Where the water lilies grow;
Where the deep, dark tide reflects them,
Fair and dream-like, pure and bright,
Like a thought of day reflected
On the curtains of the night.

Now I reach my hands to take them,
And I nearer to them lean;
But 'tis vain, my hands are empty,
For the river flows between;
And a voice is in the waters
As they wash the 'butment stone,
'That which seems to be is not, and
'That which is, is not yet known.'

Ah, that dreams must end in waking,
And their glory thus depart,
But those words are in my ears,
And their truth is in my heart.
And I care not for my lilies,
They have seemed to grow less fair,
For the lilies that I dream of
They are bright beyond compare.

But the lilies in my window,
They have somewhere scentless grown,
And if once I thought them lovely,
All their beauty now has flown.
Oh! thou river that I dream of,
Flowing through the meadow lands
Where the old red bridge at Northville,
Evermore thy current spans.

Were I rich, I'd spill my coffers;
Or a queen, I'd give my crown,
For a handful of the lilies
On thy fair tide drifting down.
Hark! I hear the waters singing,
As they wash the 'butment stone,
'That which seems to be is not, and
'That which is, is not yet known.'

—Alice O. Darling.

ALLEGHENY CITY, PA., August 20, 1888.

For Woman's Department:

In the July number, A. W., of New York, asks, if there was an easy way to wash those awful over clothes. The best way I know of, is to make a strong suds with soapine, or pearline, put the clothes in a pail, and pour the hot suds over them. Do this before you commence your other washing, and by the time you are ready for them, they will wash quite easily. I sympathize with "Lollie," from Milwaukee. For six years I had a fireman to look after, but am happy to say he is now an engineer. Some one asks for fancy work. In the July number, "Josephine," from Collinwood, Ohio, gave some very nice directions, and I hope to meet the lady some time, as we expect to be settled in Cleveland, by September. How-

ever, here is some things: Take a piece of lining, and crinoline, lay an open Japanese fan upon them, and cut it the shape of fan, or larger if you wish, then commence on one side with strips one and one-half inches wide at the top, and one-half at the bottom, and the length of your lining, sew on as you do crazy work, but let the last strip be of black velvet, finish the top with ruching, (red tarlton at six cents a yard is pretty) and the bottom with a bow of ribbon, or chenille balls; it is nice to hang on the wall, or for a tidy. Did any one make head-rests for rocking chairs, with silk handkerchiefs? They are so nice.

With the greatest respect to yourself, Shandy, I would like to ask if you are not red headed?

With best wishes, Minnie Sorg.

WESTERN, KAN., August 1, 1888.

To Woman's Department:

I have been an interested reader of your Department for two years, have often thought of joining you but hardly dared. Do any of you live in southern Kansas, where the sun knows so well how to shine, and the rain not to fall? Do any of you live in two small rooms without a cellar, and pay \$10 per month for that? Where the butter will melt and the milk will sour, without a tree or a fresh sprig of grass to rest the eyes on? Where provisions are so high that the most economical are nonplussed when the monthly bills come in? Many of our sisters do live in just such places as this and put up with so many little inconveniences that our more eastern ladies know nothing of. Will some kind sister give some good practical ways of smoothing the paths of these tired, worried souls that try to make home pleasant for their firemen? Why do they live here? Pay day comes here just the same as it does to you, and pay day is the little light ahead. You will find the lunch pails just as well filled and the home welcoming smile just as tender as anywhere, but at such a price, God alone knows sometimes! An encouraging word from our more fortunate sisters would be so thankfully received. We all have our loved ones and wish to do our best for them. Don't think me a blue sister, but with an earnest desire to help the more needy. May I venture again? Lucy Lee.

[Certainly, in welcome. We will be glad if the Woman's Department brings any brightness to your lot which it must require a brave heart and a cheerful spirit to make endurable.—Ed.]

HOW TO TELL A GOOD HOUSEKEEPER.

How can I tell her?
Very easily by her cellar,
Nice, clean shelves and whitened wall,
And I can guess her
Always by her dresser;
By the back staircase and the hall,
And with pleasure
I can take her measure
By the way she keeps her brooms,
Or by peeping
At the keeping
Of her back and unseen rooms,
Or by the kitchen's air of neatness
And its general completeness.

CINCINNATI, O.

Sallie P.

GREEN VALLEY, KAN., August 24, 1888.

To *Womans Department*:

DEAR MRS. EDITRESS:—I have been an interested reader of the *Firemen's Magazine* for some time, and I enjoy the Woman's Department very much, and have read the letters on woman suffrage and think most of them very good, but there is one in the August number which I think is very bad, and that is the one from Washington Territory by "Cascade."

Now I do not make a hobby of woman suffrage, but I do think great good would result in giving woman the ballot. Here in Kansas woman had the right to vote at school elections for a long time, and it has a good effect on the schools. Out in southwestern Kansas at one place the school board said as there were so few scholars, not many more than a dozen, they thought it was not worth while to have school the coming year. The women went to the school meeting and voted to have a six months' school, and got it too. A little over a year ago there was a bill passed allowing women to vote at municipal elections and hold office, and everything goes on smoothly at home as before, and at the polls the men say there never was such good order. The women attend the primaries and do all they can to have good men nominated, and then work for their election.

The first objection to the law in Washington Territory which "Cascade" gives I will pass over. But his second objection is that there is only one class of women who avail themselves of the privilege, and that is the worst element of society. Now as the election returns show that from five-sixths to nine-tenths of the women did vote, it is a rather bad slur on the Territory, and I think must be a great mistake. Next he says he has brought the question to his own household, and tried to find out what respect his wife would be benefited by the exercise of this privilege. He says he has the best wife in the world. (I think she must be good or she could not live with him), that she cooks, bakes, washes and makes life worth living in a thousand ways, and that she knows little if anything of this question. I should think from his description of his wife, he was one of those men who never take a paper of their own, but get their news at some corner grocery, or borrow their neighbor's paper, and complacently read the news, while said neighbor *patiently* waits for him to get through.

No woman who has access to the literature of the day can help having some idea of this matter. It is no wonder that so many women "are by far too narrow-minded as yet to enjoy the ballot," when so many of the husbands' ideas of a "life worth living" are centered in what he shall eat, drink, and wherewithal he shall be clothed. Such men generally keep their wives busy without wasting their time reading the newspapers. The wives of such men usually leave the lords of creation to do their thinking for them, and if said lords were to tell them the moonlight was made by the man in the moon

having his nose painted with yellow ochre they would accept it as a fact. Again, he says if women obtain the ballot, that prohibition will follow and "as a natural order of things billiards would be closed out." What a glorious state of affairs that would be—if in all this broad land there was not a saloon or billiard hall with its debasing influences to attract the young men and boys of the country. May God speed the day, then, when women shall have the right to vote. Moral suasion does not go a great way with the rum seller, as has been demonstrated time and again. But let woman have the right to vote and she will have a power which cannot be defied. For that one thing more than anything else women want the ballot. In the town of Argonia, Kansas, they thought it would be a good joke to nominate a woman for mayor. She was elected and, as "Cascade" says, the saloons had to go, then the gambling dens were closed, and Sunday had to be respected. The people were so well pleased with her administration they wanted her to be a candidate for a second term and said she would be elected by a larger majority than before. But she was tired of the worry of the office, for all the time the city council acted in opposition to her, and it made it very trying to her. "Cascade" further says, "When the greatest majority of women begin to assemble at public places and demand it, (as if they had not been demanding it for years,) when they make things lively and get enthusiastic over it." I suppose he would have us put on some kind of uniform, get out the band, carry torchlights, like the men do when they want to get up a sensation. That is not our object. It is only that which is our just due which we ask, as the "greatest majority of us are employed, as he says his wife is, in household work," the musical instruments would not be very harmonious and I hardly think such demonstrations would be very convincing to the "bright, active intelligent minds to such an extent as to make a grand success."

Respectfully yours,
A Reader.

TYLER, TEXAS, July 10, 1888.

To *Woman's Department*:

As I have been an interested reader of your valuable *Magazine* for quite awhile and have never seen a word from Sunny South Lodge, No. 148, I thought I would write a few lines in regard to it. I think the boys are all doing very well. There has been several of them changed from the left side to the right and are having good success. If a woman wants a good, faithful husband she ought to get one of those noble firemen. I am a fireman's wife. I find he is a good man and the others that I am acquainted with of 148 are mighty nice boys. They attend their meetings regularly and are always ready for duty when called on. If they are called at the dead hour of night they get up and go without a word. As this is my first letter to the *Magazine* I will weary the reader no longer. May prosperity attend each and every Brotherhood man is the wish of a
Fireman's Wife.

OUR LITTLE ONES.

There's a sound that I love; for me it is more precious.

Then aught I could hear from the morning to night;

'Tis the voices of children ringing out full of laughter,

For it tells me of hearts that are merry and light.

But nothing to me sounds half as sweet,
As the pat, pit-a-pat, of my little boy's feet.

The rich may deck out their children in jewels,
And lay them to rest on a soft bed of down,
And mine may go barefoot for long weeks together,

Till their dear little feet will be hardened and brown,
And their pants may be worn from the knee to the seat?

Yet how dearly I love the pit-pat of their feet.

Ah! you who are tempted to scold or correct them,

For soiling your carpet or marking a chair,
Remember it is better by far to replace them,

Then to fill those young hearts full of sorrow and care;

For you know naught on earth was ever so sweet?

As the pit, pat-a-pat of those little one's feet.

Take a turn in the graveyard, so silent and lonely,
In sadness you find there some green, little mound,

And your hearts will be touched as those thoughts rise within you,
Oh! soon may my loved ones lie under the ground,

And you'll say on earth there is nothing so sweet,
As my child's silvery laugh and the pat of its feet.

There's a spot that to me is so sacred and holy?

'Tis a very small space covered over with sod,
But it tells of two sweet little angels that left me,

No trace is there left where those little feet trod.
And never on earth can I hope to meet

The pit-a-pat, pat, of those dear little feet.

Who can tell in the future how rough or how thorny,

The pathway will be where those feet have to tread,

When perhaps all the friends that they love will have left them,

To join the great army that lies with the dead,
While you may then be careful to heartily greet

The pat, pit-a-pat, of your children's feet.

—[Mrs. H. B. Jones.

WASHINGTON, IND.

JACKSON, TENN., August 18, 1888.

To Woman's Department:

Having been a constant reader and admirer of the *Magazine* for some time, and not having seen anything from this section, I thought I would write a few lines. My husband is a member of Friendly Hand, No. 201, and never misses a meeting when he is in; that's all I know about the Lodge. [That's a plenty.—Ed.] I have gotten a great deal of useful information through the "Woman's Department," and appreciate it very much. I would like to ask some of the ladies how to put up fruit so it will not spoil, using the "Mason Jars." I put up some pears and peaches and they all spoiled, and I am at a loss to know the cause. I have consulted some of my neighbors about it and there seems to be a difference of opinion as to the cause, one says they were not cooked enough, another says they hadn't

enough sugar in them. Be the cause what it may the effect is I have lost six or eight gallons of mighty nice preserves. To make a bad matter worse, just as I was examining all the jars to see if I could save any of them my husband came in and when he saw what had happened he just laughed a great big "laugh" (and I was nearly ready to cry). It just made me feel awful to think he would laugh at me, losing all my time and labor of putting up that fruit, but he didn't mean anything by it, he seemed to think it a capital joke on me. I told him if he didn't quit teasing me about it I would "get even with him." For fear this is too long already I will stop for this time. Perhaps next time I write I will have a more interesting subject than spoiled preserves.

Novice.

[Be thankful he didn't scold and "get even with him" by letting him go without preserves this winter.—Ed.]

AMELIA.

Written in memory of a fireman's sister, Amelia Ederle, who died in Fort Worth, Texas, January 28, 1888. Composed by Lena Ederle, May 15, 1888, Terre Haute, Ind.

She is gone, our dear Amelia,
Gone from us we loved so well,
She has left us sad and lonely,
By the first strange funeral knell.
'Twas in the month of January,
Oh, so sad the midnight hour,
When Time stood right close beside her,
Calling her to her heavenly tour.

Just three nights when still she lingers,
We were sitting by her side,
When she raised her snow-white fingers,
Clasped them firmly as a child,
Then repeated clear and plainly,
Each word of her German prayer,
Which a fond, good mother taught her,
When she was a child so fair.

Dear Amelia, she was treasured
Far above earth's greatest prize,
So the Father came and called her.
Angels helped her o'er the tide.
We shall see our dear Amelia,
Clad in robes of purest white,
For she wears a crown of victory,
Crowned from out this earthly fight.

Tears o'erflowing hearts nigh broken,
Bitterest sorrow filled each breast,
As we passed 'longside the casket
Of her fair young form at rest.
No more rude troubles of life
Shall disturb her peace again,
No more shall sighs her bosom heave,
Nor tears her eyelids stain.

Stars may set and clouds may hide them,
Shades fall thick around us, too,
But they cannot hide the brightness
Of a noble life so good and true.
Then farewell, our dear Amelia,
Ma forever mourns for thee,
We shall miss thee, miss the ever,
As long as life to us shall be.

Farewell once more, dear Amelia,
Good-by from each and every one,
Be thou ever our guardian angel,
Till this earthly race be run.
May we each like you, be taken
By the Saviour's hand of love,
Where no more sorrow e'er shall waken,
Be placed upon the throne above.

WOMEN ARE WEAK.

To Woman's Department:

One day not long ago, at one of the Division stations on one of the railroads of America, there had collected quite a group of train and engine men. It was about the middle of the afternoon. The wives of some of the men were there. The gentlemen looked at their watches occasionally, and the ladies turned their faces as often to the south where dark, threatening clouds were hanging over the high hills that seemed to rise abruptly and shut out all the world from that beautiful vale.

"Well, I must go," said one of the group, as he dropped his heavy gold indicator into his pocket. "I'm sorry," said a little lady with soft blue eyes. "Oh, so sorry you have to go out to-night; it looks so dark and dangerous down there where the foot hills are," and she put her hand the while she made this talk caressingly about his collar and fondly fingered the big brass buttons on his great coat. Soft and soothing as her tender touch seemed to be it appeared to irritate him. He put her hands away and said she was childish and foolish and told her she "made him weary."

His cruel words fell heavily on her poor heart, and I thought the produced about the same feeling that comes over us when we put our bare feet on an oil cloth Christmas morning. She tried to smile as she said "good bye," and walked away.

She never looked back at her husband, but two or three times she turned her tearful face toward the frowning heavens, and then she took one last, lingering look down the dark valley where the road lay.

"That's right," said a tall, handsome brunette, addressing the conductor, who still stood looking after the woman, who worshiped him, as she went away. "That's right. Whenever she shows any feeling for you, or wants to sympathize with you, or gives away the fact that she is weak enough to love you, just sit down on her affections a few times and it won't be long till she won't know when you go out nor care when you come in."

Now, I should like to have her little speech printed and framed, and hung up in every cab and caboose in the country, and tacked on the top of every time card in the world.

Cy. Warman.

[We herewith start it on its rounds.—ED.]

For Woman's Department:

A DREAM OF CHILDHOOD.

I am dreaming to-night of my childhood,
Where I roamed in the sweet days gone by,
Gathering the flowers in the wildwood,
And chasing the golden butterfly.

And at night when my frolic had ended,
I would creep to a fond mother's knee,
And there our affection was blended,
A sight that was lovely to see.

But alas, those sweet days have vanished,
Still they rise up before me to-night,
And I dream of the days of my childhood,
When all was so peaceful and bright.

Nora.

IN MEMORIAM.

[Dedicated to the memory of Miss Eliza Gleason, who died at Filton, September 25, 1887, a sister of William Gleason, who is a member of Hercules Lodge, No. 63, of Danville, Ill.]

To a home that is fair immortal,
To a home not built with hands,
To a land that is great and holy,
Around the Savior our joy doth stand.

She has gone, yes gone, departed,
From our side forever she has flown,
To the realms of the pure and holy,
Where the Savior is crowning his own.

Kind daughter, why did you leave us,
But your rest is quiet and calm,
Your voice was kind and tender,
Your smiles a sweet, soothing balm.

Our sister how sad we shall miss you,
Your sudden flight we deplore,
As together we used to wander,
In the beautiful bright days of yore.

When the bloom of years was unfolded,
And life seemed one long happy day,
In the midst of your sweet young beauty,
It was then you passed away.

But your image is deeply engraven
In something more lasting than stone,
In the hearts and memory of people
Where your presence was once dearly known.

But we will not call you back to the sorrows
That this world holds for each in store,
But will just try to meet you up higher,
Where parting and sorrow are no more.

—Mrs. Emma Logue.

GREY EAGLE, MINN., July 13, 1888.

To Woman's Department:

I cannot refrain from expressing my admiration of this month's issue of the *Firemen's Magazine*. It has always been to me a very interesting periodical, but the July number surpasses all other preceding ones by being most entertaining and instructive. I fully agree with the Editors in the assertion that Mr. Debs is a staunch friend to women, as he plainly shows his partiality in allowing so much space in the *Magazine* for Woman's Department, and they evidently appreciate his liberality by contributing both prose and poetry most worthy of publication. By reading Mrs. Harper's communications, I understand she is a strong advocate of Woman's Rights, but what is to be said about those who are naturally indifferent in regard to politics or such matters? Would she call it selfishness, indolence, or lack of intellectual ambition on their part?

I think if the "Fireman's Sister" would try the "kerosene system" of washing those "dreadful overalls" she would not find it such a laborious job. With hearty good wishes to all, I am

Very truly yours,

Mrs. C. S. Miller.

[The "indifferent" women need awakening and that is one object of all the agitation of the question of "woman's rights." —ED.]

TO THE DEAD.

[In memory of my dear husband, who was killed on the 20th of last December.]

He sleeps within the cold, cold ground,
The dark blue skies above him.
He was to fair and pure for earth;
None knew him but to love him.

His sweet fair form has faded now,
His cheeks have lost their roses,
His guileless soul so free from sin,
In heaven now reposes.

From his pure lips the loving smile
Could not by death be driven,
And with a hope of future bliss
He passed from earth to heaven.

Thy gentle voice forever is hushed;
Thy warm true heart is still;
And on thy young and innocent brow
Is resting death's cold chill.

Thy hands are clasped upon thy breast,
I have kissed thy lovely brow,
And in my aching heart I know
I have no husband now.

'Tis hard to break the tender chord,
When love has bound the heart;
'Tis hard, so hard to speak the words,
We must forever part.

Dearest husband, we must lay thee
In the peaceful grave's embrace,
But thy memory will be cherished
Till I see thy heavenly face.

Mrs. R. H. Fenner.

ALBANY, N. Y., August 21, 1888.

To Woman's Department:

To-night as I sat looking over the different remarks and opinions expressed in the last *Magazine*, I felt as if I would like to say a word or two. I was very much pleased with the sentiments expressed by "M. Y. M.," of Texas, when she said it required brain and nerve to guide the house as well as to run an engine. Surely, women are indeed the isolated heroes that we seldom hear from. There isn't one man in fifty that would stand the daily annoyances and the constant doing this and that over and over again, and with many trying hard to make ends meet, when at the same time the husband spends more for beer and tobacco than it would take to relieve the wife; and then when you tell such a wife she must greet her husband with a smile, we can readily imagine how tame that smile would be. Surely he needn't expect any more than he gives. If men, as a rule, were only half as kind and attentive to their wives as they were in the courtship days they wouldn't lack for smiles. And just now the slurring remarks of "Cascade" come to my mind, and I am sorry from the bottom of my heart for his wife. If I had such a husband as he must be I am sure I never could smile. And the way he denounces prohibition I should say he must be a good patron of some saloon. I think it would do him good to part his hair in the middle awhile, and eat more pie and cake. I am sure the atmosphere would be more agreeable to those around him. I never read such a harangue in these enlightened

times, but I think fools, like the poor, we have always with us, and I will venture to say for our sex, when we see true, noble men, in God's own image, we will be glad to look up and learn "so as not to be narrow minded." It is my prayer that the Lord will give us more men and women that dare to do right and dare to be true.

Vivian.

Mr. WM. WEILER, of Port Morris, N. J., a valued writer in the Mechanical Department of the *Magazine*, sends the following clipping to the Woman's Department:

THE WOMEN DID IT.

PARK RIDGE, July 23.—To-night's school election in school district 23, in Washington Township, Bergen County, was carried by the votes of seven women. It was the first time women ever cast their votes, and was a great surprise to the losing side. For several years there has been a hot dispute in the district. The new residents, who do business in New York, have wanted to spend more money than the old families would agree to. The leader of the new residents is James Leach, of 84 Nassau street. The old residents called the Leach party reckless and extravagant. The city folk retorted by saying that the Campbells and Ackermans were opposed to all advance of any kind. The excitement ran high. The meeting was called for 7½ o'clock to-night. Both sides were present in force, and the Campbells and Ackermans smiled to see that they had a clear majority of the voters. Major Leach now showed his diplomacy. Mrs. James Leach, Mrs. John V. Terhune, Mrs. John Jacob Hall, Mrs. Maria Terhune, Mrs. Euphemia Gibson, Mrs. DeWitt Forbes and Mrs. Henry Munsell claimed a right to the ballot and voted with the Leach party. The other side, having no wives present, saw that the battle was lost and surrendered with a good grace. The long mooted question of spending \$750 in school repairs and increase of salaries was finally settled.

For Woman's Department:

THE HOUSEKEEPER'S SOLOILQUY.

First we rise the fire to make,
Then we have the breakfast to bake,
Next we have the children to dress,
Naughty Tom and little Bess.

Around the table we all are gathered
With faces clean and costumes neat,
One calls for its breakfast right away
For its "lasses now and next its meat."

I next give to my husband his cup of tea,
Then the largest and best piece of toast,
Little ones soon begin with their clatter,
And say, "now mamma gave papa the most."

Breakfast o'er, the dishes to wash,
The beds still lying, all unmade,
The floor is of its crumbs to brush,
The house cluttered with toys, from their places strayed.

The rooms are all to rights again,
After so much hard work and pain.
But rest for the housekeeper there is none.
For it is now dinner time by the sun.

Again I have the fire to make,
To boil the beans and bake the cake,
Here are the wee ones calling "ma,"
Asking for "bread," why! they'd eat it raw.

Over and over the same work is done,
From break of day, till set of sun.
Fire to make, and meals to cook,
Dishes to wash, and dirt to clean from every nook.

**IN MEMORY OF MY DEAR BROTHER, R.
H. FENNER.**

To Woman's Department :

Having read some of the letters in the Woman's Department, I thought I would write a line myself and put in a word for the Rose City Lodge, No. 45, as brave a set of men as can be found, but at the present time we all are mourning the loss of our esteemed brother, Richard H. Fenner, who has passed from us never more to return; yes, and when I walk into his room and see his empty chair where he has sat for many a hour, and spent pleasant evenings there, oh, it is so lonesome now; he has gone and left us here to mourn his loss.

My dear brother has gone to return no more;
Gone to a better land;
Oh, may we meet him on that shore,
And grasp him by the hand.

Hope this will be a warning to all railroad men
to prepare to meet their God.

Mrs. A. R. C.,
A Fireman's Wife.

OTTAWA, JULY 16, 1888.

To Woman's Department :

My husband has often asked me to write something for the *Magazine*, but I read so many articles of interest and real merit that I concluded I would only usurp valuable space. A. W. asks for a receipt for washing over-clothes, and I will give her my way, which I find much easier than rubbing them. When you have washed your white clothes through one water, take the over-clothes and put them in a pan or pot, pour half a teacupful of coal oil over them and a teaspoon of lye, then cover them with the suds and set on the back of the stove and simmer or keep hot, occasionally stirring them. Rub them well with soap before putting them in and change the water once or twice. I have tried many ways of washing over-clothes, and find this the best, as it removes all dirt and grease, and keeps them their natural color. A teaspoonful of pulverized borax put into the boiling or scalding suds will whiten your fine clothes and keep them white. My husband is a member of McKeen Lodge No. 151, and reports it in excellent working order.

Respectfully,

Mrs. Anna Eshnaur.

A TRIBUTE.

In Memory of Frank Pierce of Troy Lodge, No. 315.

Another has gone,
One both true and brave;
Another one laid
In an honored grave; -
When the night shadows gather
And hide the sun,
May the lone wife murmur,
"Thy will be done."

Another life ended,
A story told;
Another soul entered
The Saviour's fold;
One loved and respected,
Be that understood,
May he join the immortal
Brotherhood. —[Estelle Lucie.

GRAND RAPIDS, MICH., August 20, 1888.

[Written in memory of the only sister of Bro. John W. Kitzelman, Mrs. Laura E. Gage, who departed this life August 5, 1888, at Heniker, N. H.]

She is not dead, but sleeping
That long and dreamless sleep,
And friends are o'er her weeping,
But wherefore do we weep?

She shares a love we cannot know,
A joy we cannot feel,
And He who bids our tears to flow,
Will all our sorrows heal.

She meekly bore her earthly cross,
And gently laid it down,
And while we deeply mourn our loss,
She wears her heavenly crown.

Then let us wipe our tears away,
Since she the prize hath won,
And ask for strength that we may say
God's will, and not ours, be done,

And when our time on earth is past,
And we have crossed death's river,
O, may we join with her at last,
And part no more forever.

—L. A. H.

THOSE OVER-CLOTHES.

What is it must be spick and span
To please that dudsish fireman
And worry all the wash-women?
Those over-clothes.

And if a crease or wrinkle's found
There'll be a "hoo-doo," I'll be bound
'Twill turn the wearer round and round.
Those over-clothes.

And if they do not fit at all,
Or like "dot paber on dot wall,"
What else will make that great man bawl?
Those over-clothes.

And if his best girl passes by,
They'll make him cast a sheepish eye,
Put up his mouth and almost cry,
Those over-clothes.

All covered o'er with grease and smirk,
From rub and scrub we cannot shirk,
But must do something to start the dirt
From over-clothes.

But let us hope He's always n ar
To guide and guard our ones so dear
And bring them back again to wear
Clean over-clothes.

—Centerville.

For the Magazine :

THE PLACE WHERE I WOULD REST.

Lay me away in a quiet nook
Beside a rippling, murmuring brook,
Whose limpid waters flow to the sea
As time flows on to eternity.

Let the weeping willow o'er me wave,
And the wild birds sing o'er my lone grave,
The distant sound of the vesper bell
Will often float o'er my narrow cell.

I crave no mausoleum's lofty dome,
No monument over my last home;
A grassy mound is all that I crave,
With the sign of him who died to save.

If a friend should hap to pass that way
Let him humbly kneel and fervently pray
That my soul shall find its wonted rest,
And by God's grace be with the blest

Edward Splaine.

A GREETING.

I greeting send to those brave men,
The railroad boys of far renown,
Early and late, may happy fate
Attendant on their steps be found.

Dilesters dire, by flood or fire,
Misplaced switch or broken rail,
And every trap and strange mishap
May they forever fail.

True friends and kind, may they ever find,
While on this earth they stay.
With glowing health and enough of wealth
To cheer them on their way.

May no fair maiden be of them afraid,
Or turn away in scorn,
But ever bend on railroad men
Loving glances bright and warm.

Good wives and pure may they hold secure
In the bonds of love always.
With children sweet, whose dainty feet,
Shall ne'er from path of duty stray.

And when at last their trip is passed,
And they stand by the mystic tide,
May angels bright, clothed all in light
Meet them on the further side.

E. A. C.

LOUISVILLE, KY., June 17, 1888.

To Woman's Department:

It has been a long time since I have seen any communication from 103, so I will try and let the outside world know that it is still in existence, and doing well. They have their meetings every Thursday afternoon and are constantly taking in new members. The weather is getting very warm down here, and the boys are beginning to feel the heat. In the many ways of making a living I think the railroad engineers and fireman certainly have a hard time. For at night, when almost everybody is in bed, poor boys, they have to go, no matter if the weather is cold and stormy, thundering and lightning. When the caller rattles at the door it reminds us that some things are not always just as we would like to have them. And how we watch for their return. If the train is late we begin to wonder what has happened, and wish he were here and are never at rest until that well-known footstep is heard, then we know that he is back once more safe and sound; none but the near and dear of those brave heroes know what it is to watch and wait for one whose position in life is so fraught with danger. May God, in his infinite mercy, watch over them and guide them back safe into the arms of those loved ones at home. Some people may have their say about railroad men, but as for myself, I feel proud to be in the position to sign this as

A Fire Boy's Wife.

JACKSON, MICH., July 11, 1888.

To Woman's Department:

"L. E. H., a fireman's wife," ask a good recipe for pork cake. Here is one which I use and think very nice. One pound of salt pork, chopped fine; one pound of raisins; one pound of English currants; one cup of boiling hot water; tea spoonful each of allspice, cinnamon, cloves and saleratus; two cups of sugar and one

cup of molasses. This will make two large loaves, and it will keep a long time. I have a good recipe for fried cakes which I will send some time.

B. B.

LONGVIEW, TEXAS, July 29, 1888.

To Woman's Department:

I have long been a reader of that interesting little book, the *Magazine*, and for some time have failed to see anything from Longview. Our Lodge is the Lone Star, No. 70, and truly its members are a credit to it. In the last two months Bros. Geo. D. Prude, Ike Stout and Oscar Brown, have been promoted to the right hand side. Success to you boys! Of all the mottoes, our firemen have the best. Benevolence, Sobriety and Industry. May they ever keep this motto before their eyes, and live according to it, is the wish of

Colleen Bawn.

MIDDLETOWN, N. Y., June 11, 1888.

To Woman's Department:

I do not like to see Lodge No. 232 left out in cold, when they deserve a small corner. The boys are prospering as it is right that they should, having new members at nearly every Lodge meeting. I think that the poor goat must be exhausted carrying so many through that terrible journey, for of course it must be terrible or the boys would tell their sisters about it, but "girls can't keep secrets," they say. "Poor girls." Well, I will detain you no longer, and hope that this may find a place in your pages.

A Friend.

A FIREMAN TO HIS WIFE.

If I should die before you, love,
I pray you do not keep
Your woes beyond the first few years.
The world would have you weep,
And plant some violets, white and blue,
Upon my place of rest,
And tend them with those dear kind hands
That I so oft caressed.

And when the spring that I so love,
Shall flush the land of life,
I pry you seek my quiet grave,
But not with tears, dear wife,
And if those flowers in bloom shall be,
Say low: "He sends his love to me."

—F. G. Albers.

When supper's prepared we sit and wait,
For our husband we look, till the clock strikes
eight,
We at last our evening work complete,
And lay slumbering our little babes sweet.

We then of the past think strangely hard,
Of our youthful day and loving pard,
And the frequent promises kind and true,
But I now ponder alone, till almost two.

Young lasses, if your beau is a sot,
Think twice before you decide your lot.
From experience, I know, a single heart to beat
alone,
Is better by far, than no heart at all, and a dingy
home.

A. B. B.

A LITTLE chap, told by his mother to say his prayers and to ask for what he wanted, prayed "for one hundred brothers and fifty sisters." The mother hurried the little sinner off to bed before he could say Amen.

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

OCTOBER, 1888.

EVANSTON, WYOMING. August 9, 1888.

Editor Firemen's Magazine:

The members of Morning Star Lodge, No. 88, do not seem disposed to ask for space in the *Magazine*, because I conjecture they are too busy, as the main line of the M. P. R., has for the past year done an immense freight traffic. Reasoning from the great satisfaction I derive in hearing from other Lodges through the pages of the *Magazine*, I assume it will be equally agreeable to your thousands of readers to have a word from Morning Star Lodge.

Well, we are in a flourishing condition, having fifty-one members—and during the last ten months quite a number of our members have been promoted to the position of engineers, and are having splendid success. Our esteemed Brother H. Hone, who was about eight months since promoted to the right hand side, has taken to himself a partner for life, a highly accomplished young lady of Waukever. The occasion of their marriage was a most happy one and many of the immediate friends of the bride and groom were present and all the members of 88 unite in wishing the happy couple a long and prosperous life voyage.

The firemen of this locality have lost a valued friend by the resignation of Foreman T. Carrick, Esq., who takes the position of Div. M. M. on the Central Pacific R. R. As a testimonial of their friendship and esteem the firemen presented him with a beautiful diamond scarf pin, together with a neat address which was delivered by a member of 88.

On August 5th an enthusiastic Union meeting was held here which was well attended. It was called for the purpose of discussing federation. It was addressed by Mr. Nason, of Denver, Col., who presented the situation, as it is on the C., B. & Q. He was followed by a number of the persons present, engineers, firemen and brakemen, and all agreed that federation was near at hand.

Fraternally,

K. M.

AN ENGINEER'S PRAYER.

Oh Lord! from out an anguished heart,
That often felt the cruel smart
Of passion's pulseful poundings,
I cry for light upon my way,
To guide my footsteps night and day
Through bigotry's surroundings.

I doubt, I'm blind, I cannot see
The road which leads direct to Thee,
So many men survey it.
O'er theologic hills some go,
While others curve round vales of woe,
And all in tears portray it.

A narrow gauge by all account
From earth connects Salvation's Mount,
With train dispatchers, many;
No one has got the right of way,
Though each dispatcher he will say
His route is best of any.

The creeds conflict on how to run,
But each insists that we must shun
Instructions of the other,
Or we will lose our time-card rights,
Be thrown in flame, where flesh ignites
In fire no force can smother.

Now, Lord, thou great Creator! hear
My doubting heart, that pleads sincere
For reason's light to guide me,
Why can't I as a "wild cat" move
Upon a road that ends above,
No matter who'll deride me?

If flues of passion oft times leak,
And love's injectors badly break,
Until life's crown-sheets started,
Tis Thou, with all Thy mercies bright,
Can make the fire-box quickly tight,
And close up seams departed.

'Tis well for those whose valves are square,
And kept in line by constant prayer,
With trust in Revelations;
But doubting Thomases require
Faith's hourly slash-bar in the fire,
And white lights at all stations.

I'll flag around the curves of sin,
I'll try the best I can to win
Thy glorious approbation;
But thou must give me needed aid
To climb life's long, laborious grade,
And guide me to salvation.

And when in heaven's round-house stored
To always sing thy praises, Lord,
In everlasting glory,
I'll feel that "wild cats" can succeed
To reach Thy throne outside each creed
Built on *Mementi Mori*.

—Shandy Maguire.

OSWEGO, N. Y.

PALESTINE, TEXAS, August 15, 1888.

Editor Firemen's Magazine:

I write for the purpose of giving the readers of the *Magazine* a brief account of the Union meeting, recently held at Tyler, Tex. It was in many regards a notable meeting and accomplished great good. The attendance was large and the twin Brotherhoods, in meeting to consult for the general welfare of the Orders, presented a spectacle of harmony and fellowship well calculated to make a favorable impression, not only upon the membership but upon the entire community.

I shall not speak of what was done in the private meetings of the Brotherhoods, except that there was perfect unity of opinion touching im-

portant questions submitted for action. When I say that the meeting had the attendance of Mr. D. Everett, S. G. E. of the B. of L. E., and of Grand Master F. P. Sargent, of the B. of L. F., it goes without saying that all matters of interest to the twin Brotherhoods were properly and intelligently presented.

The public demonstration of the Brotherhoods won the applause of the people of Tyler. The meeting at the City Hall, held in the evening, was large and enthusiastic. The hall was elaborately and beautifully decorated, for which thanks are due to the ladies and to the committee having the matter in charge. The welcoming address was delivered by Judge F. J. McCord and was received with hearty applause. Mr. D. Everett, of the B. of L. E., in his usual forceful style; delivered a most interesting address, in which he gave statistical information of great value. Judge John M. Duncan also favored the Brotherhoods with an address, in which he paid a just tribute to the men of the Brotherhoods represented for their unwavering fidelity to the responsibilities of their positions, and complimented the "boys" by saying their appearance largely discounted several legislatures he had seen in looks and intelligence. Hon. Cone Johnson made a happy speech which was appreciated. The speaking over, social festivities were indulged in, and to the witchery of music the mazy dance began and continued, except to partake of refreshments, choice and abundant, until the most active were willing to surrender to rest, all the more welcome because earned in a good cause.

The meeting passed off quietly without an unpleasant incident and will long be remembered as a time of good fellowship and promotive of the bonds of union.

B. L. B.

CAMDEN, N. J., July 16, 1888.

Editor Firemen's Magazine:

SIR:—I have seen nothing in our *Magazine* relative to old 72; this should not be. It is not because there is nothing to write. Sunday we elected a staff of officers which would do honor to any organization. Bro. Colton, or "honest John," was elected Master and delegate, and Bro. Kern, the ex-naval apprentice, received the offices of Secretary and Receiver, the former position he has filled for the past year with great credit to himself and the Lodge. Our Vice-Master (Bro. Tash) is a rising young man of rare accomplishments. Bro. Walter Wilson, of Narrow Escape Road, (narrow gauge) was unanimously elected to a position on our Board of Adjustments. Ah! by the way, Bro. Wilson is "pap" now; yes, it's to be a fireman. Last, but not least, comes Bro. Spaf. Lewis, with a heart as big as his body. When Bro. Lewis does anything, you can rest assured it is handsomely done. After our election, Bro. Lewis piloted the boys to his residence, and with the assistance of his wife, a most estimable lady, gave the boys a delicious luncheon. There is some talk of celebrating the eleventh anniversary of the Lodge's

birth. No. 72 has been very dry of late years, but with ambition and intelligence, she pushed to the front, and will pull ahead in the direction of sociability. Will wonders never cease? Bro. Kern, the most popular fireman in this section, surprised the boys on July 4th, by appearing on parade with the greatest brass band in the state, the Camden City Band; he rendered the most difficult operatic solos in a manner which placed him in the front rank of professional musicians. Bro. Kern has left the road and is now running an engine without driving wheels. Fearing to afflict any person who may read this,

Yours, Old 72.

NEW ALBANY, IND., August 21, 1888.

Editor Firemen's Magazine:

Having read Bro. "Throttle's" letter in the August *Magazine*, reprinting committees on resolutions, for saying "it pleased God" to remove from our midst a worthy brother, and that no body believes it pleases God; I remark that it is surely His will that such things should be, or they could not happen, for it is God that rules the universe; but perhaps Bro. "Throttle" has become tired of reading the old style resolutions and would like something new; perhaps the committee had better change the phraseology, and when a brother dies, or gets killed, say—"it pleased the devil to take him away," and when you have a wreck, just think it has pleased the devil. The devil is always pleased with wrecks, not the railroad wreck, but the wreck of some life. It is not the devil that is pleased, by the removal of some worthy brother, but the removal of some wicked wretch who is not fit to live in society. But when some worthy brother has suffered enough of pain and care, and is freed by death's detaching hand, and he is removed to that heavenly land where bridges don't go down and where firemen are not crushed nor scalded, and where no railroad accident ever happens, just think it has pleased God to make this change.

Reverse Lever.

IN A SHADY GROTTTO.

Merrily the children play
In the shady grottoes,
Busy little elfs are they
Working flossy mottoes.

Flitting little birdies sing
Praises for returning spring,
Making hill and valley ring
Joyful praise for everything.

Merrily the little rill,
From the spring beneath the hill,
Where the birdie dips her bill,
Where the children kettles fill,
Trickles ever onward.

But when evening shadows creep
O'er hill and valley,
When the children are asleep,
From Charley down to Sally,

When the birdies cease to sing,
Joyful praise for coming spring.
As the music dies away,
With the dying of the day,
Silent are the shady grottoes.

—D. J. Packenthall.

THE train robber and the train wrecker have ceased to be either ornamental or useful in this world. He should be sent by the most speedy and direct route over the border into that *terra incognita* from whence no traveler returns.

In the year 1838 there were in the United States, 350 locomotives on 1,500 miles of railroad. Now, there are about 29,500 locomotives on about 140,000 miles of railroads in the United States, and the work of building new railroads is going forward with great vigor.

A GREAT army of friends will commiserate Bro. J. J. Hannahan, when they learn that he transported a hundred-pound watermelon two hundred miles to find at the supreme moment, when invited guests had assembled to join him in the rich repast, that the thing was rotten. The next time the Vice-Grand Master will *plug* it.

Bro. J. H. Snoddy, of Phoenix Lodge, No. 23, Brookfield, Mo., one of the leaders in the C., B. & Q. strike, and one of nature's noblemen withal, has laid down the pick and scoop for the nonce, and entered the grocery business in the house of W. H. Robertson & Co., Kansas City. A host of friends wish him the largest measure of success.

THERE is nothing more natural than when a cinder or any foreign substance gets into the eye than to begin to rub the unfortunate optic. This is a great mistake—what is wanted is to rub the other eye. It may be difficult to tell the reason why, nor is it of special importance, since the fact is, by rubbing the other eye will speedily relieve the unfortunate eye. The remedy is vouched for by those who know. It is simple, try it.

In this era of invention, when the impossible becomes the possible and the probable, the doubting Thomases are no longer boisterous, but as compared with the near past, are quiet and keep their unbeliefs to themselves; even the man who proposes the elective railway between New York and Chicago, over which is to be transported letters, valuable parcels, perishable fruits and special express-matter at the rate of 450 miles an hour, is not set down as a crank. There is to be a light elevated track, costing \$3,366 per mile, upon which there is to be a single small car without engine or trainmen, which is to be fired off like a cannon ball from one terminus, not to stop till it reaches its destination. The thing looks a little wild, but if electricity can be harnessed to the car, 450 miles an hour is by no means an improbable speed. In this age it is prudent to watch and wait.

THE St. Louis Globe Democrat gives the reason why a number of conductors on the Union Pacific recently *went out on a strike*. It seems that being disposed to help the road they were in the habit of pocketing all the way from three dollars to twenty-three dollars a run, and the facts becoming known to the officials, the conductors ceased to "punch." They *struck out* for other pastures and at last accounts had not called upon the General Manager to find out what's the matter.

ONE of the most interesting signs of the present time, at least from our standpoint, is the attention which is paid to railroads, their development, their management and to their employes by the press, and no doubt this is owing to the demand of the public for information of that kind. The leading paper of New York—the *Sun* which shines for all—has for some time devoted a considerable space to the collection and publication of railroad notes, giving items of interest in the way of improvements in track and stations, as well as personal items in regard to the employes. In addition to such items, able articles on the financial standing, past history and present outlook of leading roads, car trusts and other matters intimately connected with railroads are to be found in almost every issue of the *Sun* and other metropolitan papers.

THE train dispatcher is one of the most important, if, indeed, not the most important of all the employes of a railroad. An exchange says that "it will be readily seen that the slightest mistake of a train dispatcher might cause serious results, and in this respect his responsibility is probably greater than that of any other individual under whose charge the public are placed. A pilot on a vessel may lose his reckoning, but the fact soon becomes apparent to others, and his capacity for mischief is thereby lessened. Other railway employes may neglect their duties, and rush headlong into danger, but their associates generally realize the situation before any unfortunate results ensue; but the slightest behest of the train dispatcher must be obeyed without question, even though to do so would jeopardize the lives of those receiving the orders, though, of course, until an accident results the train men are ignorant of the fact that they have been given wrong directions." In this connection it is highly interesting to know that railroad corporations pay train dispatchers from \$45 to \$100 a month—and these figures show very clearly what railroad officials think of the services of train dispatchers. It is simply wonderful that railroad disasters are not more numerous.

HO, FOR ATLANTA!

Two Hundred and Fifty Delegates of the Great Brotherhood of Locomotive Firemen Enroute for Atlanta.

Arrival of the Special Train from Chicago at Terre Haute and Its Departure for the Sunny South.

The special train from Chicago over the C. & E. I. road, which left Chicago at 8:30 on the morning of the 8th arrived at Terre Haute at 2:45 P. M. The train consisted of a locomotive, tastefully decorated, a baggage car and five splendid Pullman sleepers. On the baggage car appeared the following inscription:

BROTHERHOOD OF LOCOMOTIVE FIREMEN,
BIENNIAL CONVENTION,
ATLANTA, GA., SEPTEMBER, 1888.

The next car, the first of the sleepers, was ornamented with a strip of canvas, on which appeared the flag of the United States, the flag of Canada and the flag of Mexico. "United we stand, united we remain," appeared on the next sleeper, while on another was painted, "We advocate arbitration." Then came "Success to the Brotherhood," while on the last car was written, "Our employers' interests are our interests."

A large concourse of people awaited the arrival of the train at the Vandalia depot, and as it came in, it was greeted by stirring music by the Ringgold band, of Terre Haute, a compliment which it was easy to see the delegates on the train highly appreciated.

Immediately upon the arrival of the train at Terre Haute, the delegates desiring a little pedestrian exercise after six hours on the road, filed out of the cars and escorted by Vigo Lodge, No. 16, each member of whom was appointed a committee on reception, headed by the Ringgold band and another band which accompanied the train from Chicago, took up the line of march through several of the principal streets of Terre Haute until they arrived in front of the Grand Lodge office, on Wabash avenue, where the Grand Master, F. P. Sargent, and the Grand Secretary and Treasurer, E. V. Debs have their headquarters. The office, in honor of the delegates, had been elaborately and splendidly decorated. Flags, festooned and waving, were in every available place. Between the festooned flags the ample folds of red, white and blue, gave an exquisite charm to the decorations. Pot plants in full bloom added rare beauty to the decorations and borderings of cedar sprays around the windows and encircling "Welcome to the Brotherhood," on white ground, completed the adornments which elicited universal admiration.

Arrived at the Grand Lodge office the bands played favorite airs, which created great enthusiasm, and the delegates spent

the time looking through the grand Lodge headquarters, and renewing old and making new acquaintances.

From the Grand Lodge office the delegates returned to the Union depot, where Ohmer's spacious dining hall had been transformed into a reception and banquet room, in which were tables loaded with all the delicacies and luxuries of the season; to which the delegates and their lady friends did ample justice.

The occasion was one of unalloyed felicity, every incident being fraught with interest to the delegates and of which the Terre Haute members of the Brotherhood may feel justly proud.

The train and the proceedings at Terre Haute was in charge of that prince of good fellows, Vice Grand Master, J. J. Hannahan, who likes good things and knows how things should be done to please, and from Chicago to Terre Haute every incident was made to contribute to everybody's enjoyment, including the ladies, a number of whom embellished the journey with their smiles and vivacity.

After partaking of refreshments, the cry was heard along the line, "All aboard," and an engine on the E. & T. H. railroad, superbly decorated, stood panting on the track awaiting the signal to go. There were hurried farewells as the Terre Haute contingent boarded the train. Again the bands played good-bye tunes, and with waving of hats and kerchiefs, the train pulled out and sped on to Evansville.

From Evansville the train would pass to the custody of the Louisville & Nashville road to Nashville. At Nashville, the Nashville, Chattanooga & St. Louis R. R. would take charge to Chattanooga, and from Chattanooga, the Western & Atlantic road would see the train safe to Atlanta, where the journey ended.

Such courtesies on the part of the management of the roads will never be forgotten by the "boys," and in a thousand ways they will, in the future, demonstrate their appreciation of the kindness of the corporations, which with generous liberality, contributed to the success and pleasure of the Atlanta convention.

PROCEEDINGS OF THE CONVENTION.

As we go to press a day too early to publish the proceedings of the first biennial, and the fourteenth convention of the Brotherhood, our readers will be required to wait for the November issue for a full account of the sayings and doings of the important event. As we write, the indications are that the convention will meet under the most favorable auspices, and that every interest of the Order will receive such consideration as will prove of great and lasting benefit.

THE TWENTY-FIFTH ANNIVERSARY OF THE B. OF L. E.

On Saturday, August 17th and 18th, the great Brotherhood of Locomotive Engineers celebrated in the city of Detroit, the twenty-fifth anniversary of its organization. It was a notable event in the history of the Brotherhood and it was celebrated in a style eminently becoming the splendid history of the Order. In the year 1863, twelve locomotive engineers laid the foundations of what has since become a continental Brotherhood, and from first to last, it has exerted an incalculable influence for good—not only upon the membership, but upon the welfare of the great railroad enterprises of the country and of society in general.

The programme of exercises has all that could have been desired, and the distinguished citizens who addressed the rare assemblage, and the words of wisdom spoken on the occasion lent a charm to the proceedings which will make it a pleasure picture in the memories of all who were so fortunate as to be present.

There were invocations and benedictions, excursions and feastings, with music in abundance and among the embellishments of the historic occasion, Shandy Maguire read one of his inimitable poems.

OCCASIONALLY there comes to the hearing of railroad employes tidings of pleasant meetings in which the rank and file, men of humble positions, mingle with their more favored fellow workmen, and all go together to the "big house on the hill," to pay their respects to a man who has won their esteem and friendship by pursuing a policy as broad gauged as humanity, in which a love of justice predominates and cements the entire force into one harmonious whole. Such seems to have been the good fortune of H. C. Potter, Esq., General Manager of the Flint Pere & Marquette Railroad, of Michigan, as upon his retirement from the management, the employes of the road, many hundreds in number, tendered him an address full of the most friendly sentiments, and in response to which the generous words of Mr. Potter bore evidence that he experienced the liveliest sentiments of good will towards all of his faithful employes. Generous, considerate and humane, Mr. Potter has found his employes quick to appreciate such a policy and to give him back a service of faithfulness without a break in thirty years experience. In all of this there is food for reflection. The road over whose destinies Mr. Potter has presided has had to fight its way from the first, but always the employes have been the objects of his care and solicitude, and for this devotion he has had fidelity, which has enabled him to succeed. There has never been a strike on the

F. & P. M. R. R., nor would there ever be a strike on any railroad if General Managers and officials were all like H. C. Potter. The response of Mr. Potter to the address of his old and faithful employes was in the highest degree felicitous, and in severing his connection with the road it must be most agreeable to him to know that the kind wishes of the men who have worked for him go with him in all his journeyings.

THE speed of trains on English railroads has been carefully studied by Mr. Charles Rous Marten, and the facts are of interest to railroad men generally. Mr. Marten registered a speed of 76.28 miles an hour, with light loads, down gradients of 1 in 89 to 1 in 200; once with a Great Western 8 feet single, once with a Great Northern 8 feet single, and once with a Midland 7 feet coupled, having 19-inch cylinders. In each case the engine was pressed to its utmost capacity. With Midland engines having 6 feet, 8-inch wheels he recorded seventy-five miles an hour; with London & Northwestern and Caledonian engines with 6 feet, 6-inch wheels, seventy-four miles an hour was reached down the Shap and Beattock banks respectively. With a London & Northwestern engine with 5 feet, 6-inch wheels, nearly seventy-two miles was attained down the former bank, and sixty miles per hour with a 4 feet, 6-inch tank engine on the same railway. The highest average speed at which a train is timed from start to stop on the roads of England is just fifty-four miles an hour. The longest run in the world is 105 miles, 26 chains, run by the Great Northern Manchester Express, and is made in one hour and fifty-three minutes. Several trains are timed at fifty-three miles an hour and there are in the country twenty-five trains at fifty-two to fifty-three miles an hour, twenty-seven at fifty-one to fifty-two, and forty at fifty to fifty-one miles an hour running time.

IN our September issue, in commenting upon the Iowa law imposing severe penalties for the crime of blacklisting railroad employes, we copied a happily constructed circular, in which the author expressed the hope that some railroad manager would some day be "man enough and brave enough to nail upon the bulletin boards of his road," and credited the same to the *Railway Service Gazette*. The credit should have been given to the *Locomotive Engineer*, which always teems with happy suggestions. Such errors will occasionally creep into publications in spite of "eternal vigilance," but in this case, seeing the circular in the *Gazette* we credited it to that paper without a thought we were doing an esteemed contemporary—the *Locomotive Engineer*—an injustice.

A CONDUCTOR'S VIEWS.

The following communication not only explains itself, but is confirmatory of opinions, from time to time expressed in this *Magazine*, regarding a large per cent. of the membership of the O. R. C. The letter is a frank, manly avowal of sentiments in the highest degree commendatory, and will be read by the great body of locomotive firemen with unalloyed satisfaction:

TYLER, TEXAS, September 4, 1888.

Editor Firemen's Magazine:

DEAR SIR:—I have been a constant reader of the *Firemen's Magazine* for years, and at one time "handled the scoop" myself. I am now a conductor and a member of the O. R. C. Why is it, when you speak of a "Federation of Railway Employees," that the name of conductor is left out? Is it on account of the notorious circular issued by our worthy (?) Iowa brothers, or is it because we are conductors? Now, Mr. Editor, give us all a fair show and don't throw out the conductors because one or two of them wanted to do something great in their estimation. I am sure that the editors of both the B. of L. F. and B. of L. E. journals are men of too much good common sense to think that two men could voice the sentiments of the entire Order of railway conductors. Please give this a thought and you will see that there are as noble, free hearted men who belong to that Order, as ever "swung a lamp, or carried a bill." I, for one, count among my best friends, members of both Brotherhoods, and I am sure that there are numbers of them that would do me any favor in their power. Don't for the sake of two or three (un) worthy brothers, condemn the entire Order. There has never been a time since I can remember, when there was trouble among the employes, that the conductors were not as willing to lend a helping hand, as any other class of employes. I am only speaking of this part of the country, for all that are members of O. R. C. are men in every sense of the word, and would not degrade themselves enough to "scab." You ought to see our treatment of a low-lived "scab" once, and you would form a different opinion of us. "Give the devil his due" once and I don't think it will be "many moons" before the Order of Railway Conductors will have new Grand Officers and a new set of by-laws, and we hope to be classed as brothers to all employes who toil for their "daily bread."

Yours truly,

M. E. Williams.

The reason why, in the discussion of federation, the O. R. C. has been omitted, is because the official utterances of that Order have never intimated the least sympathy for railway employes when struggling to secure just treatment from their employers. On the contrary, the uniform declarations of the O. R. C., have indicated hostility to men who, with right and justice on their side, have been arrogantly thrust aside, and treated with the utmost contumely by railway officials. And to make matters as hazardous as possible, under the sanction of the O. R. C. members of that Order, not content to stand aloof, have entered the ranks of scabs, and contributed in every way in their power to defeat justice and perpetuate wrong. Under such circumstances it should not be a matter of surprise that in the discussion of "federation" "the name of the conductors is left out."

Notwithstanding this, we have believed, indeed, we have known, that a very large per cent. of the membership of the O. R. C. entertained sentiments strictly in accord with those expressed by our Tyler correspondent, and we have not hesitated to place the facts on record. In confirmation of this we said in the September issue of the *Magazine* that "the hearts of the great body of railway conductors beat in responsive sympathy with their toiling coemployes on the rail, and it is not probable, nay, it is not possible, that they will long tolerate a policy which subjects them to the odium of being the defenders and associates of scabs and the Pinkertons." And now comes Mr. M. E. Williams, a member of the O. R. C., and says, "I don't think it will be many moons before the Order of Railway Conductors will have new Grand Officers and a new set of By-Laws, and we hope to be classed as brothers to all employes who toil for their daily bread." To all of which we respond, "Amen!" Mr. Williams sounds a key-note. He expresses opinions full of good cheer, and men of his type will yet redeem the O. R. C. from a position of antagonism to men who "toil for their daily bread," to that of friendly accord with the great body of Railway employes. That done and the O. R. C. will at once take its position in the federation of railway employes, where, by every consideration of propriety it belongs, and from which it has been wrested by a policy of flagrant injustice to a large number of its members.

THE PITTSBURG UNION MEETING.

August 28 and 29 were great and gala days for the "twin Brotherhoods" at Pittsburgh. Thirty-five Divisions of the B. of L. E., and thirty-seven Lodges of the B. of L. F. were represented and the programme of proceedings was carried out without a break or an unpleasant incident. To give *clat* to the occasion the ladies in large force were in attendance and their beauty and vivacity gave the entertainment a charm which added indefinitely to the pleasures of the proceedings.

Grand Chief Arthur, of the B. of L. E., was present and in his address, was, if possible, more than usually felicitous. He talked to the young and old, as also to the ladies, in a manner that secured the closest attention and won from all the most appreciative applause. His historical references to the two great Brotherhoods were instructive and were well calculated to make a favorable impression upon those present who were not members of the Orders. Such meetings date a new era in the history of the Brotherhoods and signify a future harmony which must result in an eximified prosperity.

A SAN FRANCISCO correspondent of the *Express Gazette* under recent date refers to the immigration of the Chinese as being but slightly interrupted by the laws of the land. To illustrate, the writer says:

"The law says that Chinese shall only be landed on the production of a consular certificate showing that they were in fact prior residents. Instead of pursuing this idea, the courts allow the Chinese to land on what is called 'ball'—to appear in court at a subsequent day and establish their 'prior residence' by parol or other evidence in lieu of the consular certificates. The result is that in the course of a week or so the shrewd heathen Chinese acquires sufficient local knowledge to answer the simple question put to him by the commissioner. Armed with this knowledge the Oriental pagan will broadly perjure himself, swearing that he is an old resident, and presto! he is given full privilege to remain in California and contribute his share towards the prostitution of American social and commercial life. This Chinese immigration is a frightful evil, and the proper remedy has not yet been found. People of the east can not estimate its extent. Every decent white man on the coast understands it and would like to see this invasion stopped. I went through Chinatown one night and was amazed at the sights. The place in some portions has the smell of a New York sewer. This, too, in the heart of San Francisco, for Chinatown embraces six blocks immediately adjoining the business center, and in that small space are packed over twenty thousand Chinamen. It is common for as many as three hundred to live in one building, crowded together like so many cattle—in many places living fifty feet under ground. Think of that! The effect of their cheap labor has been to seriously impair free white labor, for a Chinaman will work for about one-third of the wages of an American, and grow rich at that. I do not speak of this because it seems the fashion to denounce the Chinaman, but because I know by my own personal observation that this immigration is a monstrous evil, and its continuance a national disgrace and infamy."

Such is the uniform testimony, and the fact that certain persons of influence favor Chinese immigration serves to emphasize the conviction that to put a final stop to it will challenge the best efforts of the workmen of the country.

In the ranks of the Brotherhood of Locomotive Firemen, there are men of as noble daring as chivalry, in the noon of its glory, could boast. Men who perform deeds worthy of monuments. All that is wanted is the occasion, and at once the man steps forth to do or die, often to do and die in the act of doing. One of the men who is entitled to all the honors courage can claim, is Bro. Harry Lovell, member of Maple Leaf Lodge, No. 151, Hamilton, Ontario. The incident which the *Hamilton Times* and *Spectator* records and which private advices verify, is as follows:

Harry Lovell, a railroad fireman living in Hamilton did a brave thing yesterday. The express train that leaves Toronto for Hamilton at 5 P. M. had got as far as the exhibition grounds yesterday evening, when a wee girl not more than three years old toddled onto the track and stood there staring in wonder at the approaching train. Engineer Wm. Durdon (also of Hamilton) jammed on the air-brakes, and whistled vigor-

ously. But when he glanced out again he saw with horror that the child had not moved, but, with her little hands clasped behind her head, stood gazing at the strange looking monster that was rapidly coming nearer and nearer. Fireman Lovell took in the situation at a glance. It didn't take him long to make up his mind how to act. In less time than it takes to tell it, he climbed out of the cab and swung himself down onto the cowcatcher where he crouched like a cat ready to spring. The train got to within a few yards of the little innocent. She looked into Lovell's face and laughed. Then the gallant fellow with all his strength, leaped forward, and throwing his arm about the baby he flung himself sideways from the track. The big driving-wheel grazed him as the engine swept by. He and the child rolled together down the embankment, but reached the bottom without a bruise or scratch. The train was soon stopped, and Engineer Durdon got down from his engine and hastened up the track. When he saw Lovell coming towards him with the child in his arms, tears came into the engineer's eyes, and he rushed forward and grasped the fireman's hand. "God bless you, mate," he said brokenly, "you've saved it!" The passengers also, aware that something unusual had occurred, crowded about the child and its rescuer, and heard with wonder and admiration the story of Lovell's noble deed.

We willingly give space for recording such deeds of daring, not only because of the gratitude due to Bro. Lovell, but because the public should know that the boys of the scoop, beneath their coal and dust begrimed working blouses, carry hearts as true to duty and to danger, as ever throbbed. All honor to such men.

For the Magazine:

GET TO THE FRONT.

When darkness o'ershadows your way,
And everything seems to go wrong,
Turn not to temptation away,
But ever be valiant and strong;
Hold fast to the good you possess,
Your resources ever apply,
And God your endeavors will bless—
You'll get to the front by and by.

Be sensible, earnest and plain;
This life is too fleeting to stop
A moment to sigh or complain;
If ever we get to the top
Of any profession or trade
We surely must work with a will,
We cannot sit down in the shade
An honored position to fill.

Don't worry nor think that your lot
Is harder than others have borne.
Who dwells in a mansion or cot
Will there find a yoke to be worn.
Could the diamond have worth,
Or rubies, brought out of the vein,
Unless from the depth of the earth
They are brought under torture and pain

Seek not for the perishing gold,
But lay up your treasures above
By seeking for riches untold
Obtained by the labor of love;
Remembering this: Who denies
Himself of a pleasure below,
Inherits a home in the skies
Where pleasures eternally flow.

Then never grow faint in the strife,
But always be willing to try;
Stand firm in the battle of life—
You'll get to the front by and by.

—Geo. W. Hall.

Resolutions.

WILMINGTON, DEL., June 1, 1888.

At a regular meeting of Delaware Lodge, No. 231, the following resolutions were unanimously adopted:

WHEREAS, In the death of our esteemed and worthy brother, Geo. M. Lucas, we recognize the will of Divine Providence, an illustration of the universal truth that death comes to all. Bro. Lucas' death leaves the once happy home and the hearts of his wife and children in sorrow. In the Lodge room there is sorrow and gloom because our beloved brother has departed forever, therefore be it

Resolved, That we offer these expressions of sympathy to the afflicted family, consoled by the reflection that after all life is but a short space of time compared with the life hereafter.

Resolved, That to the stricken family we extend our heartfelt sympathy.

Resolved, That as a mark of respect to the memory of our deceased brother we drape our charter in mourning for thirty days, and that a copy of these resolutions be presented to the family of Bro. Lucas under the seal of the Lodge, and that they be published in the *Magazine* and entered on the minutes of the meeting.

G. LARIMORE, }
F. D. MOUNT, } *Committee.*
T. DECAMP, }

BROOKFIELD, MO., August 2, 1888.

At a special meeting of Phenix Lodge, No. 23, held at Brookfield, Mo., August 1, 1888, the following resolutions were unanimously adopted:

WHEREAS, Bro. J. H. Snoddy, Chairman of our late Board of Adjustment, having resigned to embark in the merchantile business, and

WHEREAS, In Bro. J. H. Snoddy's resignation Phenix Lodge, No. 23, loses a most efficient and zealous worker for the great cause, therefore be it

Resolved, That we tender him our heartfelt thanks and gratitude for his earnest endeavors in the past, and wish him the best of good fortune and prosperity in the future. Be it further

Resolved, That a copy of these resolutions be presented to Bro. J. H. Snoddy, and also a copy sent to the *Magazine* for publication.

JOHN S. OTT, }
R. C. CLEMENTS, } *Committee.*
LOUIS LECLAIRE, }

LOS ANGELES, CAL., July 18, 1888.

At a regular meeting of Orange Grove Lodge, No. 97, held June 5, 1888, the following resolutions were adopted:

WHEREAS, It has pleased the Grand Master of the Universe in His infinite wisdom to take from our midst in the pride and strength of his manhood our beloved brother, Chas. E. Cullen, who died of typhoid fever, at his home in the city of Pomona, May, 23d, 1888; therefore be it

Resolved, That in the death of Bro. Cullen Orange Grove Lodge, No. 97, B. of L. F., has lost a most worthy, faithful and exemplary worker, and its members one they delighted to meet, both in the Lodge room and out of it; his family and friends one whom they could truly love and respect, and the world a good man.

Resolved, That the thanks of this Lodge are tendered to the following, viz.: To the ladies of Pomona who so kindly furnished beautiful flowers, those emblems of eternal peace and rest, thereby showing their tender sympathy for those who were called to mourn the loss of one held dear; also to the Independent Order of Odd Fellows of Pomona, of which order he was a member, for the many courtesies so kindly extended to those of our members in attendance at the funeral, and to many others who showed their kindly sentiments and respect for our Brotherhood in many ways. And be it

Resolved, That the heartfelt condolence of Orange Grove Lodge, No. 97, B. of L. F., is hereby extended to the bereaved family and friends of our late brother, and that we sincerely trust we

may all meet in that Celestial Lodge above, where troubles cease and the weary are at rest.

Resolved, That a copy of these resolutions be forwarded by our Secretary to the family of the deceased brother, and to the *Pomona Progress* and to our *Magazine* for publication.

J. D. DEFREES, }
H. H. PENFIELD, } *Committee.*
J. VALKE, }

GREEN ISLAND, N. Y., July 8, 1888.

At a regular meeting of Troy City Lodge, No. 315, B. of L. F., held July 1st, the following resolutions were unanimously adopted:

WHEREAS, Our esteemed and beloved brother, Frank Pierce, met his death by falling from his engine on the morning of June 21, 1888, therefore be it

Resolved, That we bow down in humble submission to the will of Almighty God, yet we can not help but mourn our brother's untimely death, stricken as he was in the vigor of his noble manhood and in the cheerful performance of his duty, and whose sterling qualities as a man had endeared him to us all.

Resolved, That we commend to our brethren the example of his sobriety, devotion to his family, unswerving attention to duty and fidelity to principle.

Resolved, That in the death of Bro. Pierce our Brotherhood has lost a most worthy member, the Fitchburg Railroad a valuable fireman, his wife a kind and loving husband, and the community an honest citizen.

Resolved, That we deeply sympathize with his sorrowing wife and family, and pray that God in His infinite mercy will comfort and sustain them in their sad bereavement.

Resolved, That we drape our charter for thirty days, and that a copy of these resolutions be presented to the family of our deceased brother, and that they be forwarded to the *Firemen's Magazine* for publication.

(GEORGE P. PITKIN, }
JAMES WILLIAMS, } *Committee.*
WM. J. MATTICE, }

VINCENNES, IND., July 8, 1888.

At a regular meeting of Tried and True Lodge, No. 361, the following resolutions were adopted on the death of Bro. Grant Hill:

WHEREAS, It has pleased Almighty God who in His infinite wisdom has seen fit to call from our midst so suddenly, to that Supreme Lodge above, our worthy and beloved Brother Grant Hill, who was crushed to death between the station and train while attempting to board it. Be it

Resolved, In his death this Lodge loses a faithful member, his associates a true and steadfast friend, his aged father and mother an affectionate and dutiful son, his brother and sister a kind and loving brother. Be it further

Resolved, That while we bow in humble submission to the will of the most High, we sadly mourn the loss of our Brother, so untimely called for.

Resolved, That this Lodge extend to his bereaved relatives, upon whom the affliction so heavily falls, our most sincere and heartfelt sympathies, and that we sincerely direct them to the Savior who is ever ready to aid them to bear up under this sad bereavement.

Resolved, That a vote of thanks be tendered to the K. of P. Lodge of Olney, Ill., for courtesies and favors received at their hands, and also to his friends and to the members of Division 288, B. of L. E. for their kind attendance at the funeral, also to the officials of the O. & M. K. R. for the furnishing of transportation.

Resolved, That through respect to our departed Brother we drape our charter for a period of thirty days; forward a copy of these resolutions to his parents, and our *Magazine* for publication; also spread on the minutes of this meeting.

JAS. GABRIEL, }
JAS. JACKSON, } *Committee.*
WM. KOSTER, }

ST. LOUIS, July 24, 1888.

At a regular meeting of Industrial Lodge, No. 21, B. of L. F., held July 24th, the following resolutions were unanimously adopted:

WHEREAS, By the ruling of the Divine Grand Master, who has seen proper to remove from us Bro. Frank Belcour, who was killed by his engine turning over and burying him beneath it we are called, for the first time, in the history of our Lodge to mourn the loss of a young and worthy member whom we all held in the fondest esteem. Therefore be it

Resolved, That while we recognize in this as in all things, the hand of a Supreme Grand Master, we none the less mourn the loss of our worthy departed Brother who was so early cut down in the full vigor of manhood.

Resolved, That in the death of Bro. Frank Belcour, the Brotherhood has lost a true and valuable servant, the wife and children a kind father and loving husband and the parents an ever dutiful son.

Resolved, That we extend to the sorrowing widow and family of our deceased Brother our heartfelt condolence and commend them to Him who alone can alleviate earth's deepest sorrows.

Resolved, That the thanks of this Lodge be tendered to Mr. E. G. Thompson, Sup't Terminal Facilities, and Mr. J. F. Sechler, Master Mechanic St. Louis Bridge and Tunnel Railway, for their kindness bestowed upon us during the sorrowful event.

Resolved, That as a tribute of respect to the memory of our departed Brother, we drape our charter in mourning for the space of thirty days; that these resolutions be placed upon the minutes of the Lodge and a copy be given to the sorrowing wife and parents and a copy be sent to the *Locomotive Firemen's Magazine*.

P. C. SNYDER,
W. A. MURPHY, } Committee.
W. M. MERKLE,

RUTLAND, VT., June 1, 1888.

At a regular meeting of Marble City Lodge, No. 33, Brotherhood of Locomotive Firemen, the following resolutions were unanimously adopted:

WHEREAS, It has pleased Almighty God to remove from our midst, by death, our late worthy brother, J. E. Pratt, who lost his life in the Rockingham disaster April 6th. In the death of Brother Pratt, the B. of L. F. loses one of its tried and true members, his family a kind and affectionate husband and son, his friends a congenial companion, the railway company a faithful and efficient employe.

Resolved, While we bow down in humble submission to the will of the Great Grand Master, whose providence is based upon infinite wisdom, guided by the holy power of love, we deeply sympathize with his stricken wife, sorrowing parents and sisters in their irreparable loss; and tender to them our willing assistance in their present sorrow, and a kind and paternal regard for their future welfare and happiness.

Resolved, That his departure from our midst to the unknown world is from the voice of Him who commands "Be ye also ready," and though we bow down in sorrow, yet we humbly submit, and in our loss, we are warned of our situation and are admonished to take heed of the frailty of human life.

Resolved, That we tender to Otter Creek Division, No. 37, Brotherhood of Locomotive Engineers, our sincere thanks for their kind attention, who through stricken with the death of their respected brother, Moses Pratt, (whose death we as firemen deeply mourn), found time to be present in a body at the obsequies of our lamented brother on Monday last.

Resolved, That the charter of this Lodge be draped in mourning for the space of thirty days, in token of respect to the memory of the deceased, and that a copy of these resolutions be presented to the wife and parents of our deceased brother, and that they be published in the *Firemen's Magazine* and the papers of this city.

C. S. WARDELL, Master.

JACKSON, MICH., June 26, 1888.

At the last regular meeting of Gilbert Lodge, No. 240, the following resolutions were adopted:

WHEREAS, It has pleased the Almighty God in His infinite wisdom, to remove from this world of care our beloved brother, Charles Pierce, therefore be it

Resolved, That by his death the Brotherhood of Locomotive Firemen has lost a true and earnest advocate of its principles, and his wife and children a loving and faithful husband and father.

Resolved, That we extend to his widow and family our heartfelt sympathy in their bereavement, and commend them to Him who alone can heal the heart's deepest sorrow.

Resolved, That we drape our charter in mourning for the space of thirty days, and that a copy of these resolutions be sent to the family of the deceased, and be entered upon the records of the meeting and published in the *Magazine*.

M. A. HENRY,
RICHARD DROWLEY, } Committee.
GEO. A. HOLDEN,

KANSAS CITY, June 1, 1888.

At a regular meeting of Kansas City Lodge, No. 74, B. of L. F., held May 28, 1888, the following resolutions were unanimously adopted.

WHEREAS, Kansas City Lodge, No. 74, B. of L. F., are the happy recipients of \$250, so generously presented to us by our friends, the ladies of the Brotherhood of Locomotive Firemen, at Kansas City, be it

Resolved, That with feelings of profound respect and gratitude we accept so generous a present, derived from their splendid leap year ball, on the 17th day of May, 1888, which was such a success that it surpassed anything of the kind that has ever taken place in Kansas City, and as a token of our esteem, be it further

Resolved, That we heartily tender our thanks to those ladies who so kindly came to our assistance in time of need, when we are fighting our common enemy, Capital against honest Labor, and be it further

Resolved, That a copy of these resolutions be spread upon the minutes of the meeting, also a copy sent to our friends, the ladies, and also a copy sent to our Grand Secretary and Treasurer, requesting him to publish the same in the *Firemen's Magazine*.

JOHN M. TIERNEY,
ROBERT HASLETT, } Committee.
W. B. ROBERTS,

MARSHALLTOWN, IOWA, May 27, 1888.

At a regular meeting of Guide Lodge, No. 125, of the B. of L. F., the following resolutions were adopted:

WHEREAS, It is with heartfelt sorrow that we are called upon to announce that death has invaded our ranks and taken from our midst Bro. F. E. Stine. Bro. Stine was acting in the capacity of engineer on the Central Iowa Ry. and was killed in an accident, Saturday, May 26.

WHEREAS, From a personal acquaintance we mourn the loss of our Brother who was an earnest supporter of our Order and one whose life was in accordance with our motto. Therefore be it

Resolved, That while we bow in obedience to the decree of Divine Providence, we deeply deplore the loss and shall fondly cherish the memory of our departed Brother. In the death of Brother Stine our Order has lost one of its ablest supporters, a faithful friend and society an honored member.

Resolved, As a token of respect for our deceased Brother our charter be draped in mourning for the space of thirty days, that a page of our record be dedicated to the memory of our departed Brother; that a copy of these resolutions be presented to his friends and that they be published in the *Firemen's Magazine*.

J. P. BOYCE,
W. M. GALLUP, } Committee.
G. H. STRONG,

PHILADELPHIA, PA., June 20, 1888.

At a regular meeting of Fairmount Lodge, No. 333, B. of L. F., the following resolutions were unanimously adopted:

WHEREAS, Our esteemed brother, Charles W. Fowler, who was fatally scalded by the bursting of a defecting bar on his engine, on May 5th, thereby being called to his eternal home on May 24th, therefore

Resolved, That in his death we recognize the hand of our Divine Master, and will try to so profit by the summons that we will be prepared when we shall be called.

Resolved, That in this hour of bereavement, we tender our heartfelt sympathy to his sorrowing widow and parents, believing that all was done that was possible to relieve him of his terrible sufferings.

Resolved, That in his death our Lodge has lost a faithful brother, his wife a kind husband, and his parents a dutiful son.

Resolved, That in token of our respect, our charter be draped in mourning for the space of thirty days, a copy of these resolutions be given his sorrowing widow, a copy be published in the *Firemen's Magazine*, and also spread upon the minutes of this Lodge.

C. H. MAUL,
Geo. V. PLANT, } *Committee*.
H. C. REAGAN, }

COLLINWOOD, O., June 10, 1888.

At a regular meeting of Lake Shore Lodge, No. 183, the following resolutions were adopted:

WHEREAS, It is with heartfelt sorrow that we are called upon to announce the death of our late Brother, S. M. Kennelly.

WHEREAS, From personal acquaintance we mourn the loss of our brother as an earnest supporter of the principles of our Order and one whose life was always in accordance with our motto; therefore be it

Resolved, That while we bow in humble submission to the decree of Divine Providence, we deeply deplore the loss and shall fondly cherish the memory of our departed brother. In the death of Bro. Kennelly, Lake Shore Lodge has lost one of its most exemplary members and conscientious supporters, a genial companion and a staunch, faithful friend; and society a benevolent, sociable and honorable man.

Resolved, As a token of respect for our departed brother, that our charter be draped in mourning for thirty days in memory of our deceased brother; that a copy of these resolutions be presented to his family and that they be published in the *Firemen's Magazine*.

M. F. STOREY,
J. A. FREEMAN, } *Committee*.
S. A. HOLMAN, }

TOLEDO, OHIO, July 4, 1888.

At a regular meeting of C. R. Whipple Lodge, No. 142, the following preamble and resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler of the Universe, to remove from our midst our late and esteemed Brother, Mort Acker, who came to his death by accidental drowning on the night of May 8th last.

WHEREAS, In the death of our Brother, C. R. Whipple, Lodge No. 142, sustains a heavy loss, he having been a staunch supporter and ardent lover of our Brotherhood, and having endeared himself to us all. Therefore be it

Resolved, That we drape our charter in mourning for the space of thirty days.

Resolved, That the sympathy of this Lodge be extended to his brother and father in their great affliction.

Resolved, That a copy of these resolutions be furnished his brother and father, and published in the *Firemen's Magazine*, also be spread on the minutes of the meeting.

G. W. NESPER,
L. H. HEEMAN, } *Committee*.
J. S. BUTLER, }

CHICAGO, ILL., June 24, 1888.

At a regular meeting of Triumphant Lodge, No. 47, the following sentiments of bereavement were expressed in behalf of our late brother, Dennis J. Flaherty, who died of consumption at his home in Niles, Mich.

WHEREAS, God, in his infinite wisdom, has seen fit to remove from our midst by death, our esteemed brother, thereby reminding us of the uncertainty of life, be it therefore

Resolved, That in the death of Bro. Flaherty, Triumphant Lodge, No. 47, has lost a staunch supporter and an ardent lover of our Order, and having endeared himself to us all, as a token of our esteem, be it further

Resolved, That while we recognize the supremacy and bow submissively to an all-wise Providence, it is with sincere regret that we part with our late brother, and "Mourn with those who mourn."

Resolved, That this Lodge, through love for our brother, extend to his sorrowing family and friends its most sincere and heartfelt sympathy in this their hour of affliction, and commend them to Him who gives peace to all.

Resolved, That as a token of respect and esteem, our charter be draped in mourning for thirty days, and a copy of these resolutions be presented to the family of our late brother, also sent to the *Magazine* for publication, and also be spread on the minutes of this meeting.

THOS. DEGAN,
H. E. SCANLON, } *Committee*.
CHAS. W. WATSON, }

HOUSTON, TEXAS, August 6, 1888.

At the last regular meeting of Bayou City Lodge, No. 146, the following resolutions were adopted:

WHEREAS, The members of this Lodge are called upon for the first time to drape their charter in mourning, it having been the will of the Almighty God to remove from our midst our most worthy and beloved Brother, Joseph J. Keith, who was killed on the Southern Pacific R. R. on the night of August 4, 1888.

WHEREAS, Bayou City Lodge has lost a good member, the Brotherhood an earnest worker, his relatives a young man of whom they might well feel proud; therefore be it

Resolved, That in the death of Bro. Joseph J. Keith, this Lodge has lost one of its promising members, and the brothers a true friend.

Resolved, That as a tribute of respect to the memory of our deceased brother, we drape our charter in mourning for the space of thirty days; that these resolutions be spread upon the minutes of the Lodge; a copy sent to the family of the deceased and a copy to the *Galveston News* and the *Firemen's Magazine* for publication.

F. KEELER,
E. C. GERBER, } *Committee*.
S. R. WYNNE, }

BLOOMINGTON, ILL., August 7, 1888.

At the regular meeting of Blooming Lodge, No. 40, of B. of L. F., the following resolutions were unanimously adopted:

WHEREAS, It has pleased the Almighty God to remove from our midst our beloved Brother, Wm. Foley, showing to us the uncertainty of life and the certainty of death; therefore be it

Resolved, That by the death of Bro. William Foley, a worthy and kind brother, and one who was in every way worthy of our regards and esteem, has been taken from us.

Resolved, That we tender our heartfelt sympathy to the family of our deceased brother, and as a token of respect we drape our charter in mourning for a space of thirty days.

Resolved, That the members of the B. of L. F. return their thanks to the B. of L. E. and B. of R. B. for their attendance at the funeral of our deceased Brother.

JAMES NORMILE,
JOSEPH TEMPLETON, } *Committee*.
P. L. CUTLER, }

TRENTON, Mo., July 18, 1888.

At a regular meeting of Success Lodge, No. 33, B. of L. F., the following preamble and resolutions were unanimously adopted:

WHEREAS, The unsparing hand of Death has reached out from the mysterious darkness that envelopes life, and taken suddenly away in an accident on the C. R. I. & P. R. R., July 9, 1888, our esteemed Brother Richard B. Jones, and

WHEREAS, That by the death of Bro. Jones, we have sustained the loss of a friend and a brother, one who, by his uprightness and integrity had won the love of all who knew him, one who had always lived up to the motto of our Brotherhood—Benevolence, Sobriety and Industry, therefore

Resolved, That the Lodge deeply mourns the loss of a Brother and a friend who it will be hard to replace, whose loss will be deeply felt by all who knew him.

Resolved, That as Bro. Jones died at his post while performing the duties assigned him, he is worthy of our commendation. That these resolutions be spread at large on the records of this Lodge and that a copy hereof be transmitted to the family of our beloved brother, and that another be sent to our *Magazine* for publication.

Resolved, That our charter be draped in mourning for the space of thirty days as a token of respect of our departed brother.

ARTHUR LEBARON, }
JULIAN ROCHE, } Committee.
THOMAS GRIFFIN, }

Acknowledgements.

SPRINGFIELD, Mo., August 30, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

I wish to return my sincere thanks to the B. of L. F. and to the members of Ozark Lodge, No. 280, for their kindness to me and also for a draft of \$1,500 due me on my disability claim, which I received through our Receiver, C. P. Countryman. With my best wishes for the Order, I remain,

Yours fraternally,

ISAAC WAITS.

CLARINDA, IOWA, August 4, 1888.

To the Brotherhood of Locomotive Firemen, Anchor Lodge, No. 51:

DEAR SIR:—I have received the sum of \$1,500 the amount due me on the policy held by my son, D. W. Coulter. Please accept my sincere thanks for all your kindness during his sickness, and for the beautiful floral tribute. I feel very grateful for the same. May God bless you as a Brotherhood, and as individuals watch over, care for and keep you in safety through dangers seen and unseen, and finally receive you unto Himself in that Brotherhood above, where sickness enters not and death never comes, is the earnest prayer of

MRS. PHOEBE A. COULTER.

MT. HOLLY, N. J., June 4, 1888.

To the Brotherhood of Locomotive Firemen:

I desire to return my heartfelt thanks for the payment of \$1,500, the insurance due me upon the policy of my late husband. I also wish to thank the members of Welcome Lodge, No. 72, for their kind attention to me, and for the respect paid my husband after his death. Wishing the noble Brotherhood a prosperous future, I remain,

Yours very truly,

MRS. MARY A. WELLS.

OSWEGO, N. Y., August 22, 1888.

To Sunset Lodge, No. 177, B. of L. F., Marshall, Texas:

Accept my thanks for the prompt payment of insurance on my brother, C. F. Brownell, and for kindness shown him during his suffering and burial.

Respectfully yours,

GEO. W. BROWNELL.

BURLINGTON, IOWA, August 6, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIR:—Please accept my heartfelt thanks for the prompt payment of the insurance due me on the death of my son, M. J. Qualey. I also wish to express my gratitude and thanks for the kindness of the members of Herald Lodge, No. 161, and for the respect shown my son after death. With my best wishes for the Order, I remain,

Yours sincerely,

JOHN QUALEY.

NORTHFIELD, VT., July 14, 1888.

MR. LOVETT:—Accept my sincere thanks for the members of Sunset Lodge, No. 177, for their kindness to us in time of need, and also for the prompt payment of \$1,500 due me on the policy held by my son. Wishing the Brotherhood God speed in their noble mission, I remain

Yours respectfully,

MRS. JOHN CHERRY.

ELMIRA, N. Y., May 25, 1888.

To the Brotherhood of Locomotive Firemen:

DEAR SIR:—I received through Messrs. Bacon and Bartholemew, a draft for \$1,500 on the policy held by my late husband, A. T. Spencer. Please accept many thanks, and I would especially thank the members of Wheaton Lodge for their kindness and sympathy to me in my great sorrow. Also for their beautiful floral offering. May prosperity and heaven's blessing be yours.

Sincerely,

MRS. M. P. SPENCER.

HARRISON CITY, PA., July 30, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIR:—With feelings of gratitude I wish to acknowledge the receipt of \$1,500 due me on my disability claim. I also desire to return my sincere thanks to the Brothers of No. 25, for their warm brotherly love. Wishing the Brotherhood God speed in its noble mission, I am,

Yours fraternally,

W. T. S. LAUFFER.

CARBONDALE, PA., August 6, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I have this day received from O. E. Histed, Receiver of Van Bergen Lodge, No. 62, a check for the sum of fifteen hundred dollars, (\$1,500) the full amount due me on beneficiary certificate, held by my late husband, Walter Ward. Please accept my sincere thanks, and my heartfelt thanks are extended especially to the members of Lodge No. 62, for the kindness shown me in my sorrow and affliction. Their kindness will ever be remembered. May God bless each and every one of you, and may the Brotherhood prosper and be to others as it has truly been to me, a friend to the widow and the fatherless.

Very respectfully,

MRS. WALTER WARD.

Unknown Addresses.

CHAS. J. KLEEMAN—Of Black Hills Lodge, No. 86, is requested to correspond with the Secretary of his Lodge.

J. J. LONGRIGG—Any one knowing the whereabouts of J. J. Longrigg will please notify the Secretary of Black Hills Lodge, No. 86.

FRANK A. GLYNN—Of Fargo Lodge, No. 85, is requested to correspond with the Secretary of his Lodge.

J. W. PAUL—Of Ohio River Lodge, No. 294, is requested to correspond with the Secretary of his Lodge.

A. D. ALLEN—Of Kansas City Lodge, No. 74, is requested to correspond with his Lodge.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

OCTOBER, 1888.



OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., October 1, 1888.

Assessment Notice for October.

ASSESSMENT No. 26, \$1.00.

To Subordinate Lodges.

DEAR SIRS AND BROTHERS: You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 266. E. D. Thompson, of Old Fort Lodge, No. 317, was killed in a Collision, December 15, 1887.

CLAIM No. 267. C. J. Zimmerman, of Cactus Lodge, No. 94, was killed by a Gun Shot Wound, April 10, 1888.

CLAIM No. 268. John Ride, of Kennesaw Lodge, No. 247, died of Pneumonia, June 30, 1888.

CLAIM No. 269. Wm. T. Smith, of Trinity Lodge, No. 83, was killed by Railroad Accident, July 15, 1888.

CLAIM No. 270. Bernard Kelly, of Eureka Lodge, No. 14, died of Hemorrhage, July 20, 1888.

CLAIM No. 271. K. Campbell, of Glad Tidings Lodge, No. 231, was Accidentally Drowned, August 1, 1888.

CLAIM No. 272. John Iteld, of Rose City Lodge, No. 45, was Accidentally Drowned, August 9, 1888.

CLAIM No. 273. John Barnett, of Harbor City Lodge, No. 300, was declared totally disabled with Heart Disease, August 21, 1888.

CLAIM No. 274. C. A. Durnell, of Peace Lodge, No. 106, was declared totally disabled in consequence of a Fracture of Ribs, August 21, 1888.

CLAIM No. 275. B. D. Maxwell, of Adopted Daughter Lodge, No. 3, was declared totally disabled with Heart Disease, September 5, 1888.

An assessment of One Dollar has been levied upon Claim No. 275, and all members who were admitted on or before September 5, 1888, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before October 25th, 1888, otherwise you will stand sus-

pending from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,

EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., September 1, 1888.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending August 31, 1888:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 21, 22 and 23.	TOTAL	Lodge Nos.	Back Assessm'ts.	Assessm't No. 21, 22 and 23.	TOTAL
1	\$88 00	\$153 00	\$241 00	64	\$3 00	\$38 00	\$38 00
2	23 00	38 00	61 00	65	60 00	00 00	60 00
3	17 00	321 00	338 00	66	57 00	110 00	167 00
4	23 00	117 00	140 00	67	4 00	107 00	201 00
5	9 00	250 00	259 00	68	8 00	109 00	117 00
6	68 00	125 00	193 00	69	1 00	78 00	79 00
7	36 00	71 00	107 00	70	4 00	56 00	60 00
8	82 00	153 00	235 00	71	00 00	122 00	122 00
9	116 00	188 00	304 00	72	140 00	209 00	349 00
10	27 00	171 00	198 00	73	3 00	104 00	107 00
11	5 00	200 00	205 00	74	24 00	48 00	72 00
12	44 00	413 00	457 00	75	125 00	188 00	313 00
13	00 00	91 00	91 00	76	5 00	89 00	94 00
14	187 00	410 00	597 00	77	10 00	305 00	315 00
15	1 00	126 00	127 00	78	87 00	118 00	205 00
16	00 00	250 00	250 00	79	00 00	82 00	82 00
17	32 00	41 00	73 00	80	26 00	156 00	182 00
18	11 00	94 00	105 00	81	6 00	149 00	155 00
19	00 00	86 00	86 00	82	6 00	231 00	237 00
20	31 00	63 00	94 00	83	6 00	126 00	132 00
21	72 00	161 00	233 00	84	2 00	189 00	191 00
22	2 00	36 00	38 00	85	49 00	149 00	198 00
23	2 00	137 00	139 00	86	4 00	92 00	96 00
24	00 00	109 00	109 00	87	14 00	26 00	40 00
25	5 00	90 00	95 00	88	4 00	146 00	150 00
26	4 00	132 00	136 00	89	00 00	00 00	00 00
27	00 00	52 00	52 00	90	15 00	67 00	82 00
28	8 00	128 00	136 00	91	102 00	35 00	137 00
29	5 00	60 00	65 00	92	20 00	39 00	59 00
30	17 00	25 00	42 00	93	3 00	136 00	139 00
31	71 00	119 00	190 00	94	44 00	00 00	44 00
32	2 00	56 00	58 00	95	3 00	337 00	340 00
33	65 00	116 00	181 00	96	45 00	59 00	124 00
34	55 00	149 00	204 00	97	18 00	111 00	129 00
35	00 00	13 00	13 00	98	1 00	67 00	68 00
36	21 00	95 00	116 00	99	21 00	108 00	129 00
37	00 00	54 00	54 00	100	00 00	68 00	68 00
38	00 00	199 00	199 00	101	141 00	103 00	244 00
39	53 00	68 00	121 00	102	54 00	62 00	116 00
40	4 00	124 00	128 00	103	14 00	196 00	210 00
41	00 00	75 00	75 00	104	29 00	46 00	75 00
42	00 00	56 00	56 00	105	189 00	209 00	398 00
43	78 00	65 00	143 00	106	00 00	52 00	52 00
44	70 00	200 00	270 00	107	93 00	186 00	279 00
45	4 00	117 00	121 00	108	00 00	44 00	44 00
46	58 00	78 00	136 00	109	3 00	223 00	226 00
47	14 00	134 00	148 00	110	24 00	21 00	45 00
48	4 00	198 00	203 00	111	65 00	128 00	193 00
49	00 00	83 00	83 00	112	00 00	60 00	60 00
50	117 00	94 00	211 00	113	51 00	42 00	93 00
51	50 00	96 00	146 00	114	26 00	55 00	81 00
52	00 00	156 00	156 00	115	6 00	48 00	54 00
53	00 00	42 00	42 00	116	2 00	102 00	104 00
54	7 00	188 00	195 00	117	00 00	106 00	106 00
55	1 00	48 00	49 00	118	2 00	48 00	50 00
56	11 00	40 00	51 00	119	64 00	19 00	83 00
57	237 00	185 00	622 00	120	4 00	216 00	220 00
58	23 00	00 00	23 00	121	2 00	164 00	166 00
59	21 00	112 00	133 00	122	19 00	139 00	158 00
60	63 00	69 00	132 00	123	6 00	120 00	126 00
61	8 00	183 00	191 00	124	1 00	67 00	68 00
62	7 00	145 00	152 00	125	12 00	86 00	98 00
63	46 00	82 00	128 00	126	27 00	51 00	78 00

Beneficiary Statement—Continued.

Lodge No.	Back Assess'ts.	Assess't No. 21, 22 and 23.	TOTAL.	Lodge No.	Back Assess'ts.	Assess't No. 21, 22 and 23.	TOTAL.
127		\$99 00	\$99 00	207	\$5 00	\$240 00	\$245 00
128		60 00	60 00	208	1 00	91 00	92 00
129		122 00	184 00	209	47 00	47 00	47 00
130		162 00	251 00	210	2 00	83 00	85 00
131				211	1 00	110 00	111 00
132	10 00	50 00	60 00	212		54 00	54 00
133	40 00		40 00	213		59 00	59 00
134	2 00	94 00	96 00	214	39 00	69 00	108 00
135	42 00	31 00	73 00	215	3 00	116 00	119 00
136	32 00	22 00	54 00	216	60 00	47 00	107 00
137		90 00	90 00	217	33 00	54 00	87 00
138	2 00	97 00	99 00	218	15 00		15 00
139	46 00		46 00	219	6 00	80 00	86 00
140	7 00	94 00	101 00	220	2 00	119 00	121 00
141	111 00	178 00	289 00	221		71 00	71 00
142	27 00	349 00	376 00	222	4 00	34 00	38 00
143	15 00	29 00	44 00	223	10 00		10 00
144	49 00	34 00	83 00	224	11 00	87 00	98 00
145	41 00	78 00	119 00	225	21 00	15 00	36 00
146	46 00	94 00	140 00	226		52 00	52 00
147	12 00	126 00	138 00	227	2 00	68 00	70 00
148		54 00	54 00	228		308 00	308 00
149	232 00	381 00	612 00	229		56 00	56 00
150	1 00	94 00	95 00	230		118 00	118 00
151		106 00	106 00	231	48 00	34 00	82 00
152	4 00	89 00	93 00	232	14 00	20 00	34 00
153	18 00	69 00	87 00	233	37 00	97 00	134 00
154	38 00	35 00	73 00	234	20 00		20 00
155				235	34 00	68 00	102 00
156	1 00	71 00	72 00	236	14 00		14 00
157	28 00	34 00	62 00	237	10 00	116 00	126 00
158	6 00	150 00	156 00	238	26 00	67 00	93 00
159	42 00		42 00	239	6 00	57 00	63 00
160	10 00	85 00	95 00	240	7 00	165 00	172 00
161	31 00	111 00	142 00	241		33 00	33 00
162	8 00	189 00	197 00	242	4 00	133 00	137 00
163	37 00		37 00	243	14 00	28 00	42 00
164	3 00	85 00	88 00	244	33 00	181 00	214 00
165	43 00	86 00	129 00	245	102 00	118 00	220 00
166	8 00	159 00	167 00	246	39 00	49 00	88 00
167	10 00	66 00	76 00	247	4 00	33 00	37 00
168	85 00	223 00	308 00	248	5 00	104 00	109 00
169	3 00	254 00	257 00	249		31 00	31 00
170	43 00	74 00	117 00	250	10 00	158 00	168 00
171		48 00	48 00	251		136 00	136 00
172	45 00	88 00	133 00	252		243 00	243 00
173		127 00	127 00	253		70 00	70 00
174	130 00	255 00	385 00	254	1 00	77 00	78 00
175	32 00	56 00	88 00	255	17 00	112 00	129 00
176		28 00	28 00	256	47 00	43 00	90 00
177	13 00	106 00	119 00	257	2 00	90 00	92 00
178	5 00	101 00	106 00	258	22 00	22 00	44 00
179	12 00	137 00	149 00	259		18 00	18 00
180	35 00	14 00	49 00	260	1 00	57 00	58 00
181	25 00	55 00	80 00	261	43 00	45 00	88 00
182	32 00	62 00	94 00	262		59 00	59 00
183	1 00	64 00	65 00	263	2 00	56 00	58 00
184	2 00	33 00	35 00	264		91 00	91 00
185	17 00	36 00	53 00	265	4 00	118 00	122 00
186	21 00	99 00	120 00	266	2 00	97 00	99 00
187	16 00	15 00	31 00	267	14 00	61 00	75 00
188	5 00	137 00	142 00	268	18 00	6 00	24 00
189	42 00	99 00	141 00	269	64 00	24 00	88 00
190	2 00	34 00	36 00	270	73 00	210 00	283 00
191	2 00	38 00	40 00	271		40 00	40 00
192				272	31 00	57 00	88 00
193	2 00	36 00	38 00	273	1 00	80 00	81 00
194	42 00		42 00	274	19 00	5 00	24 00
195		62 00	62 00	275	44 00	34 00	78 00
196	4 00	35 00	39 00	276	1 00	27 00	28 00
197	51 00	81 00	132 00	277		18 00	18 00
198	8 00	20 00	28 00	278	15 00	13 00	28 00
199	31 00		31 00	279		18 00	18 00
200	27 00	17 00	44 00	280		48 00	48 00
201	1 00	77 00	78 00	281	40 00	62 00	102 00
202	8 00	171 00	179 00	282	47 00	52 00	99 00
203	9 00	92 00	101 00	283	2 00	79 00	81 00
204	8 00	29 00	37 00	284	2 00	85 00	87 00
205	91 00	151 00	242 00	285	5 00	88 00	93 00
206	19 00	10 00	29 00	286	3 00	142 00	145 00

Beneficiary Statement—Continued.

Lodge No.	Back Assess'ts.	Assess't No. 21, 22 and 23.	TOTAL.	Lodge No.	Back Assess'ts.	Assess't No. 21, 22 and 23.	TOTAL.
287	\$72 00	\$117 00	\$189 00	337	\$1 00	\$138 00	\$139 00
288		84 00	34 00	338		36 00	36 00
289	12 00	14 00	26 00	339		78 00	78 00
290	23 00	16 00	39 00	340	20 00	30 00	50 00
291	62 00	64 00	126 00	341	2 00	42 00	44 00
292	52 00	20 00	72 00	342	18 00		18 00
293	27 00	25 00	52 00	343		16 00	16 00
294		50 00	50 00	344	1 00	28 00	29 00
295	18 00	34 00	52 00	345	17 00	29 00	46 00
296	22 00	68 00	88 00	346		27 00	27 00
297	3 00	20 00	23 00	347		21 00	21 00
298				348	2 00	36 00	38 00
299		79 00	79 00	349	12 00	83 00	95 00
300	43 00	82 00	1 25 50	350		68 00	68 00
301		48 00	48 00	351		42 00	42 00
302	2 00	39 00	41 00	352		62 00	62 00
303	24 00	45 00	69 00	353	2 00	25 00	27 00
304	37 00	60 00	97 00	354		121 00	121 00
305		13 00	13 00	355	14 00	23 00	37 00
306		112 00	112 00	356	3 00	51 00	54 00
307	22 00	114 00	136 00	357		86 00	86 00
308		15 00	15 00	358	29 00	29 00	58 00
309	20 00	74 00	94 00	359		38 00	38 00
310		54 00	54 00	360	6 00	56 00	62 00
311		46 00	46 00	361	70 00	96 00	166 00
312		63 00	63 00	362	6 00	42 00	48 00
313	5 00	62 00	67 00	363	44 00	104 00	148 00
314				364	21 00	42 00	42 00
315	2 00	88 00	90 00	365		53 00	53 00
316	8 00	80 00	88 00	366	4 00	18 00	22 00
317	2 00	113 00	115 00	367	19 00	24 00	43 00
318	16 00	43 00	59 00	368		30 00	30 00
319	40 00	15 00	55 00	369		54 00	54 00
320	40 00	56 00	96 00	370	11 00	20 00	31 00
321	14 00	28 00	42 00	371	2 00	60 00	62 00
322	4 00	48 00	52 00	372	7 00	38 00	45 00
323	41 00	61 00	102 00	373			
324		14 00	14 00	374	3 00	19 00	22 00
325	2 00	16 00	18 00	375		33 00	33 00
326	20 00	78 00	98 00	376		52 00	52 00
327	23 00	25 00	48 00	377	2 00	23 00	25 00
328	7 00	34 00	41 00	378	18 00	52 00	70 00
329		32 00	32 00	379	6 00	47 00	53 00
330		18 00	18 00	380		32 00	32 00
331		62 00	62 00	381	25 00	20 00	45 00
332	1 00	26 00	27 00	382	13 00	15 00	28 00
333	5 00	156 00	161 00	383			
334	8 00		8 00	384			
335	1 00	59 00	60 00	385			
336	8 00	11 00	19 00	386			

Balance on hand August 1 \$13,209 00
Received during month 39,989 00

Total \$53,198 00
By Claims 228, 229, 230, 231, 232, 233, 234, 235,
236 and 237 \$15,000 00

Balance on hand September 1 \$38,198 00

Respectfully submitted,
EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

C. W. GARDNER Chairman
Box 738, Fort Dodge, Iowa.
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F. X. HOLL 806 22d ave S., Minneapolis, Minn.

W. H. McDONNELL 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.

Meets in Union Hall at 2 P. M. every Sunday.
James Fordyce, Box 395 Master
Wm. Uhlman Secretary
Wm. Van Dine Collector
Chas. E. Barkman, Box 26 Receiver
S. H. Ferguson, Box 386 Magazine Agent

2. HAND IN HAND; Providence, R. I.

Meets 2d Monday of each month, at 8:30 P. M., in
Engineers' Hall.
O. Anthony Taft, 326 Chalkstone ave Master
Jas. W. Healy, 68 Lippitt St Secretary
Willis A. Aldrich, 271 Smith St Collector
J. W. Williams, 314 N Main st Receiver
Chas. E. Harmon, East Providence, R. I.
Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets 2d and 4th Sundays at 2 P. M. in Germa-
nia Hall, 140 Newark ave.
C. W. Martin, 467 Grove st Master
D. W. J. Mahoney, 243 Second St Secretary
J. B. Sweet, 125 Academy St Collector
C. E. Benter, 1060 Herkimer St., Brook-
lyn, New York Receiver
S. Simpson, 672 Jersey Ave Magazine Agent

4. GREAT EASTERN; Portland, Maine.

Meets in B. of L. E. Hall, 1st and 3d Sundays.
F. O. Mitchell, 12 Mountfort St Master
C. D. Getchell, 9 Brattle St Secretary
A. E. Dennison, 23 Merrill St Collector
F. A. Hunt, 47 Hanover St Receiver
F. E. Pottle, 97 Inda st Mag. Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 8
P. M.
L. D. Norton, Box 1273 Master
L. D. Norton, Box 1273 Secretary
E. Meadows, Box 1273 Collector
Frank Turrill, Box 1273 Receiver
Wm. Deyell, Box 1273 Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.

Meets 1st and 3d Mondays at 1 P. M.
J. Christofel, L Box 196 Master
Alex Williams, L Box 212 Secretary
B. H. Lanham, Box 403 Collector
F. W. Grantot, Box 208 Receiver
Alex Williams, L Box 212 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2nd and 4th Sundays in Monumental
Building, Pennsylvania avenue, northwest,
Bet. 1st and 2d streets.
A. J. Williams, 327 C. St., S. W Master
Henry B. Clagett, 718 First st., S. W Secretary
Wm. C. Jasper, 509 S Capitol st Collector
Jas. E. Johnson, 627 Virginia ave., S. W. Receiver
Jos. M. Harmon, 1417 Maryland Ave.,
Baltimore, Md. Mag. Agent

8. RED RIVER; Denison City, Texas.

Meets every Saturday at 7 P. M., in I. O. O. F.
Hall, Main st.
C. W. Jeffries, 700 Houston ave Master
E. E. Sherrill, 717 Nelson St Secretary
T. W. Weaver, 700 W Munson st Collector
J. J. Crofton, 308 Houston ave Receiver
Chas. W. Jeffries Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets at 64½ N. High St., first Monday and
third Tuesday evenings.
F. W. Arnold, 544 E. Main St. Master
O. C. Coit, 996 Pennsylvania Ave Secretary
N. T. Beynon, 97 St. Clair St Collector
F. J. Kistler, 212, 214 South High St Receiver
Leonard Lawrence, 889 Curtis Ave Mag. Agent

10. FOREST CITY; Cleveland, Ohio.

Meets 2d and 4th Tuesdays at 7 P. M., in Odd
Fellows Hall, 52 Public Square.
Jas. F. Tousley, 24 Alford St., S. S Master
A. G. Laubscher, Seward St., West
Cleveland Secretary
T. P. Curtis, 41 West Madison St Collector
John Crouse, 81 Penn St Receiver
A. G. Laubscher, Seward St., West
Cleveland Mag. Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets 2d and 4th Sundays in Grimers Hall.
Frank N. Caffey Master
C. A. Stevenson, Box 106 Secretary
J. W. Sinclair, L. Box 96 Collector
Elvin Teel Receiver
A. L. Vandegrift Mag. Agent

12. BUFFALO; Buffalo, N. Y.

Meets every Tuesday at 8 P. M. at 196 Seneca St.
J. J. Knauff, 238 Fifth St Master
Wm. J. Bruman, 396 Swan St Secretary
W. J. Minor, 507 Eagle St Collector
P. J. McNamara, 178 Miami St Receiver
A. S. Bickley, 367 Myrtle St Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets 1st Saturday at 7:30 P. M., and 3d Sunday
at 10:30 A. M. Cor. Maple St., and Pacific Ave.
G. E. Hull, cor. Hollida & Lafayette sts. Master
Henry Kline, 141 Maple st Secretary
Arthur Bogart, 180 Whiton st Collector
P. C. Quick, Somerville, N. J. Receiver
D. M. Blake, 254 Communipaw Ave., Mag. Agent

14. EUREKA; Indianapolis, Ind.

Meets every Tuesday at 8 P. M. at 84 W. Washing-
ton St., fourth floor.
Geo. P. Kern, 101 Belmont ave Master
Wm. F. Smith, 680 E Washington st Secretary
E. J. Kline, 635 North West St Collector
Wm. J. Hugo, 45 Ruckle St Receiver
H. Zink, 163 So. East St Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meet in St. Charles Club Room, Point St. Charles,
every alternate Sundays.
James Murphy, 65 Mullen St, Master
James Ashcroft, 114 Congregation St Secretary
Sam Edwards, 212½ Bourgeois St., Point
St. Charles, Montreal Collector
H. J. Clarke, 154 Charron St., Point St.
Charles, Montreal Receiver
H. J. Clarke, 154 Charron St., Point St.
Charles, Montreal, Canada Mag. Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs Master
J. F. O'Reilly, 431 N. 4th St Secretary
Henry Balesdorf, 203 N. 12th St Collector
C. A. Bennett, 1004 N. 9th St Receiver
E. W. Bundy, 702 N. 14½ St Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets 1st and 3d Sundays, at Masonic Hall.
J. H. Royer, L. Box 307 Master
L. V. Bowman Secretary
E. M. Wiles, L. Box 321 Collector
Rufus E. Chandler, L. Box 315 Receiver
J. H. Butler, Long Pine, Neb. Magazine Agent

- 18. WEST END; Slater, Mo.**
Meets in I. O. O. F. Hall 1st and 3d Sunday nights.
E. M. Mattice Master
J. W. Dawdy, Box 178 Secretary
Albert Disney, Box 19 Collector
Geo. W. Michel, Box 145 Receiver
Albert Disney, Box 19 Magazine Agent
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:00 P. M.
J. S. Raitt, Box 8 Master
W. E. Cobb, Box 8 Secretary
F. W. Youngmans, Box 8 Collector
Edgar Shepley, Box 8 Receiver
H. L. Huston, Box 8 Magazine Agent
- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 P. M.
Ed. Cabow Master
Geo. C. Wells, Box 117 Secretary
Geo. Morse Collector
A. H. Copeland Receiver
E. L. Fick Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M., at 902 So. 4th St.
Phil. C. Snyder, 1717 Gratiot St. Master
D. C. McClintock, 2016 Gratiot St. Secretary
Wm. Merkle, 810 Chambers st. Collector
Wm. C. Linck, 1423 Dodder St. Receiver
Ell Glidas, 944 Chouteau Ave. Magazine Agent
- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
Dan. O'Connor Master
F. A. Bonner Secretary
Alex. McLennan Collector
Dan O'Connor Receiver
George Braash Magazine Agent
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Mondays, over Wheeler's bank.
Chas. McKay, Box 7 Master
J. S. Ott, Box 381 Secretary
H. A. Dick, Box 284 Collector
J. S. Ott, Box 381 Receiver
Wm. P. Stevens Magazine Agent
- 24. GREAT WESTERN; Parsons, Kansas.**
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
J. E. Powell, L. Box 144 Master
F. E. Green, Box 413 Secretary
Chas. W. Maier, Box 514 Collector
J. E. Powell, L. Box 144 Receiver
J. W. Terrell, Box 322 Mag. Agent
- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
Aaron Starks, Box 319 Master
Ed. C. Brownson, Box 34 Secretary
James F. Bills Collector
Simon Rogers Receiver
Wm. J. Webster Magazine Agent
- 26. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays in B. L. E. Hall
Wm. H. Pobjoy Master
Thomas Williams Secretary
Wm. H. Pobjoy Collector
Frank R. Melcher Receiver
Chas. A. Rich Magazine Agent
- 27. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d Sunday at 2:30 P. M. and 4th Mondays at 7:30 P. M. at Room 13 O'Hara's Block.
F. McArde, 888 B Ave. west Master
J. E. Collins, B. C. R. & N R'd House Secretary
J. L. Jennings, 328 G Ave, W Collector
C. B. Everett, 46 A avenue Receiver
J. H. McKensie, 172 B Ave Magazine Agent
- 28. ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
Thos. Burney, L. Box 25 Master
Reed M. Hindman, L. Box 322 Secretary
John T. Stuart, L. Box 367 Collector
Frank D. Winn, L. Box 232 Receiver
B. H. Stimson, Box 15 Magazine Agent
- 29. CERRO GORDO; Mason City, Iowa.**
Meets 1st and 3d Tuesday evening of each month cor. Second and Main Sts.
Chas. S. Holman Master
J. H. Fulton, Box 706 Secretary
Max Newbourns Collector
J. H. Fulton, Box 706 Receiver
Stephen A. Trine Mag. Agent
- 30. CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
E. T. Gregory, 514 Saxon St. Master
R. A. Corson, Box 1154 Secretary
H. P. Eaty Collector
R. A. Corson, Box 1154 Receiver
F. Fern, care J. C. R. E. shop Magazine Agent
- 31. R. E. CENTRE; Atchison, Kansas.**
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d and Commercial St.
H. L. Clark, cor. Roberts and Commercial st Master
C. H. Norris, 105 S 3d St Secretary
Chas. Bennington, 14th and Santa Fe st. Collector
John O'Connor, 1303 Main St Receiver
C. H. Norris, 901 Commercial St. Mag. Agent
- 32. BORDER; Ellis, Kansas.**
Meets Tuesday evenings at 7:30 in I. O. O. F. Hall.
Geo. M. McClure, Box 205 Master
Guatave Ebeling Secretary
A. M. Petrie, Box 108 Collector
T. J. Welsh, Box 107 Receiver
Harry Stigall Magazine Agent
- 33. SUCCESS; Trenton, Mo.**
Meets in Engineer's Hall, over Union Bank, 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays at 7 P. M.
Thomas E. Torpey Master
Thomas Griffin, Box 145 Secretary
Wm. Eckermen Collector
Frank Park Receiver
F. J. Fischer Magazine Agent
- 34. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2:30 P. M. in Engineer's Hall, Fourth St.
E. M. Hodge, 608 7th Ave. Master
Wm. Andrews, 502 N. Fourth St. Secretary
F. A. Kinch, 522 Seventh Ave Collector
Thrs. Butler, 619 8th Ave. Receiver
Joseph F. Butler, 1705 S. 5th St Mag. Agent
- 35. AMBOY; Amboy, Ill.**
James Lavell Master
Thomas Monahan, Box 458 Secretary
Jas. Bersley Collector
Thomas Monahan, Box 458 Receiver
Jas. P. Duggan Magazine Agent
- 36. TIPPECANOE; Lafayette, Ind.**
Meets in Red Men's Hall at 2 P. M. Sundays
J. E. Crusey, 193 N. 6th St. Master
G. H. Newburg, 189 N. Sixth St Secretary
Louis Raub, 126 N 8th st Collector
W. R. Johnson, 110 S. 4th St Receiver
M. S. Hewes, 82 Smith St. Magazine Agent
- 37. NEW HOPE; Centralia, Ill.**
Meets every Sunday at 2 P. M.
H. G. Cormick, Box 151 Master
W. D. Holton, Box 244 Secretary
W. D. Holton, Box 244 Collector
C. W. Styles Receiver
T. J. Prickett Magazine Agent
- 38. AVON; Stratford, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
James Harvey, Box 318 Master
J. T. Burke, Box 318 Secretary
Wm. O'Brien, Box 318 Collector
G. Nurey, Box 318 Receiver
Eugene A. Ball Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets 2d and 4th Sundays at 2 P. M., in Red Men's Hall.
 Geo. H. Hinkley Master
 James Maroney Secretary
 John O. Boyle Collector
 Geo. H. Hinkley Receiver
 Carl Bolts, 3031 Fifth Ave. . . . Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets 910 W. Chestnut st., Tuesdays, at 7:30 P. M.
 John Clark, 720 W. Chestnut st. Master
 P. L. Cusler, 707 W. Locust st. Secretary
 Geo. Meade, 1116 W. Chestnut St. . . . Collector
 James Gill, 1200 N. Lee st. Receiver
 Ed. J. Spreen, 608 N. Mason St., Magazine Agent

41. ONWARD; Dickinson, Dakota.

Meets every Thursday at 7:30 P. M., in Odd Fellow's Hall.
 W. F. Cunningham, L. Box 215. Master
 O. A. Dowskey, Box 17 Secretary
 O. A. Dowskey, Box 17 Collector
 Joe Crosthwaite, L. Box 158. Receiver
 E. E. Hagan Magazine Agent

42. ELMO; Madison, Wis.

Meets in Good Templars Hall 2d and 4th Sundays.
 Alfred Tyler, 312 Lake St. Master
 John Cashen, cor Clymer & Broom st. . . Secretary
 Jno. Harrington, 530 W. Main St. . . . Collector
 Alfred Tyler, 312 Lake St. Receiver
 Alfred Tyler, 312 Lake St. Mag. Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets 1st and 3d Thursdays at I. O. O. F. Hall, 10 Pacific St.
 F. O. Porter, N. E. Cor. Thirteenth and Penn. Sts. Master
 Jas. Hyndman, 2216 S. Sixth St. Secretary
 Jas. Hyndman, 2216 S. Sixth St. . . . Collector
 Jno. Sullivan, 2216 S. Sixth St. . . . Receiver
 C. D. Porter, 2324 S. 6th St., St. Joseph, Mo. Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets alternate Tuesdays, at 7:30 P. M. in Jack-coch Hall on Missouri and Main sts.
 T. J. Hayes, Box 375 Master
 C. E. Long, Box 354 Secretary
 John U. Roy Collector
 Thos. Halpin Receiver
 T. J. Hayes, Box 375 Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 P. H. Williams, 1114 Water St. Master
 Ed Chamberlain, 815 North St. Secretary
 Wm. Smith, 208 Croes st. Collector
 George Emery, 802 No. th St. Receiver
 Ed Chamberlain, 815 North st. . . . Mag. Agent

46. CAPITAL; Springfield, Ill.

Meets at Engineers' Hall, 217 South 5th st, 1st and 3d Sundays at 2 P. M.
 A. D. Hensley, 911 E. Reservoir st . . . Master
 E. W. Rowland, 427 S. Ninth st . . . Secretary
 W. C. Loran, 1831 E. Cook st . . . Collector
 James Allen, South 11th st . . . Receiver
 E. W. Rowland, 427 S. Ninth St . . . Mag. Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. cor. State and 18th sts. 1st Monday evening and 3d Sunday afternoons.
 W. E. Burns, 122 Newberry st. Master
 Wm. Keller, 3930 LaSalle st. Secretary
 Wm. Keller, 3930 LaSalle st. . . . Collector
 C. Watson, 183 E. 22d st. Receiver
 Martin Creighton, 1436 Indiana Ave. . Mag. Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
 G. C. Watt, 617 1st st. Master
 J. V. Johnson, 412 Spencer St. Secretary
 W. A. McMillan, 206 State St. Collector
 G. C. Watt, 617 1st St. Receiver
 Jas. E. Dillon, 508 Frink St. . . . Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets 2d and 4th Sundays at 3 P. M., in Engineer's Hall, E. Eldorado St.
 Chas. Hockery, 1113 N. Calhoun st. . . . Master
 Geo. Homer, 1021 E. Cerro Gordo st. . . Secretary
 Wm. Murphy, 921 E. Eldorado st. . . . Collector
 A. H. Sutton, 975 N. Water St. . . . Receiver
 Wm. Langelt, 903 N. Morgan st. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets 1st and 3d Saturdays at 7:30 P. M.
 J. J. Coffey, S. W. cor. School & Dunkin Park, Town of Lake, Ill. Master
 John O. Grady, 4930 Butterfield st. . . . Secretary
 C. D. Dickerman, 5142 Dearborn st. . . Collector
 J. J. Delaney, 807 Dexter ave. Receiver
 G. W. Brislén, 4700 Wabash Ave. . . . Mag. Agent

51. FRISCO; North Springfield, Mo.

Meets 2d and 4th Saturdays of each month at 7:30 P. M. in Masonic Hall.
 E. R. Harlan Master
 Michael Gaffney, Box 277 Secretary
 George Hasler Collector
 John S. Carson Receiver
 Chas. Schuler Mag. Agent

52. GOOD WILL; Logansport, Ind.

Meets every Sundays at 2 P. M., Cor. Fourth and Market Sts.
 Chas. Truman, 1318 Spear st. Master
 W. A. McDonald, 1216 Smead St. . . . Secretary
 F. M. Wilt, 822 Fifteenth St. Collector
 M. W. Jamison, Market and Fourth sts., Receiver
 J. A. Holland, corner George and 15th Sts. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets 1st and 3d Sundays at 2:30 P. M., in A. O. U. W. Hall, cor. Fifth and Com. sts.
 John C. Hampson, 114 West st. Master
 Louis D. Brignam, 108 Rural st. Secretary
 John McGaha, Moline, Kan. Collector
 John Turnpugh, 2 Pine St. Receiver
 W. R. Samuels, 524 Rural St. Mag. Agent

54. ANCHOR; Moberly, Mo.

Meet Tuesdays at 7 P. M. in Supplies Bros. Hall.
 James A. Robertson Master
 L. H. Kettler, Box 118. Secretary
 M. Sullivan, Box 1551 Collector
 Luther B. Chamblin Receiver
 J. S. Hannah, Box 1574 Mag. Agent

55. BLUFF CITY; Memphis, Tenn.

Meets 2d and 4th Thursday evenings, at No. 16 Johnson Ave.
 Jacob Fuches, L. & N. Shops Master
 Jacob Wagner, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 Con Shea, L. & N. Shops Receiver
 J. E. McFadden, 186 Johnson ave. . . Mag. Agent

56. BANNER; Stanberry, Mo.

Meets every Saturday night at 7:30 P. M.
 Jos. J. Smith Master
 Chas. H. Runyan Secretary
 Chas. H. Runyan Collector
 T. A. Newcomb Receiver
 Jos. J. Smith Mag. Agent

57. BOSTON; Boston, Mass.

Meets 1st and 3d Sundays of each month at Odin Hall, 47 Hanover st.
 F. F. Derby, Fitchburg R. R. Engine House, Charlestown, Mass. Master
 T. H. Haines, Ocean View St., Winthrop, Mass. Secretary
 A. W. Spurr, 66 Hammond St. Collector
 T. H. Haines, Ocean View St., Winthrop, Mass., Receiver
 L. E. Stewart, 38 Cross St., East Somerville, Mass. Mag. Agent

- 58. SACRAMENTO; Rocklin, Cal.**
Meets every Monday in Masonic Hall at 1 P. M.
C. C. Brown Master
C. E. Warrington Secretary
C. E. Warrington Collector
M. H. Tuttle Receiver
M. H. Tuttle Magazine Agent
- 59. ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday evening at 7:30.
S. H. James, 610 W 7th st., Pueblo Master
John Gallagher, 27 Block Secretary
C. S. Walker, 309 Mechanic st., Pueblo Collector
M. C. Donnelly, 318 E. 2d St., Pueblo Receiver
John T. DeJersey, Pueblo, Colo Mag. Agent
- 60. UNITED; Philadelphia, Pa.**
Meets alternate Sundays at Dover Hall, Marshall St. above Susquehanna ave.
Fred. O. Metzger, 1831 Letterly st Master
Howard Reeder, 1943 Lawrence st Secretary
J. R. Race, 521 Diamond St. Collector
B. F. Pettit, 2055 N. Ninth St. Receiver
J. R. Race, 521 Diamond st Magazine Agent
- 61. MINNEHANA; St. Paul, Minn.**
Meets 2d and 4th Sundays, in Druid's Hall, cor. Jackson and 7th Sts.
James V. Piper, cor. Jackson St. and Como ave Master
P. McLaughlin, 76 Sycamore St Secretary
H. E. Kemp, 283 Granite St Collector
Theo. F. Hart, 789 Tuscorora St Receiver
Jas. Johnson, 608 Warren St Magazine Agent
- 62. VANBERGEN; Carbondale, Pa.**
Meets 2d and 4th Sundays at 2 P. M., in Odd Fellows' Hall, cor. 7th and Church sts.
John P. McCawley, Box 608 Master
U. S. Van Dermark Secretary
W. H. Brokenshler Collector
A. M. Banks, Box 479 Receiver
O. E. Histed, L. Box 855 Magazine Agent
- 63. HERCULES; Danville, Ill.**
Meets 1st and 3d Sundays in K. of H. Hall, West Main street.
John Myers, 808 N. Jackson St Master
Bernard Manion Secretary
John Wakely, Box 772 Collector
H. J. Bohn, 501 E. Main St Receiver
T. A. Hudson Mag. Agent
- 64. SIOUX; Sioux City, Iowa.**
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
D. L. Davenport, 1521 E Sixth st Master
James Griffin, 419 Clark st Secretary
Sidney Weir, 506 Iowa St. Collector
D. L. Davenport, 1521 E Sixth st Receiver
Warren Bennett Mag. Agent
- 65. FORT BIGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
Jas. B. Newcomer Master
G. Bennett Secretary
J. A. Robinson Collector
W. D. Grimes, Box 488 Receiver
George Woskie Magazine Agent
- 66. CHALLENGE; Belleville, Ontario.**
Meets in B. of L. F. Hall, 2d and 4th Sundays at 2:30 P. M.
Robert Milne, Belleville Station Master
F. C. Link, Belleville Station Secretary
W. J. Logue, Box 9, Belleville Station Collector
Tim Daly, Jr., Belleville Station Receiver
R. Snell Magazine Agent
- 67. DOMINION; Toronto, Canada.**
Meets in I. O. O. F. Hall 2d and 4th Sundays at 2:30 P. M.
W. Brent, 85 Spadina ave Master
Sidney Vaughan, 5 Draper St Secretary
Jas. Pratt, 174 Huron St Collector
Sidney Vaughan, 5 Draper St Receiver
Jas. Pratt, 73 Huron St Mag. Agent
- 68. EAU CLAIRE; Altoona, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
Martin E. Cuddy, Box 193 Master
Timothy Anglim Box 12 Secretary
Patrick E. Keating, Box 62 Collector
Martin E. Cuddy, Box 193 Receiver
M. E. Duggan, Altoona, Wis. Mag. Agent
- 69. ISLAND CITY; Brockville, Ontario.**
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
Thos. Shields, Box 558 Master
A. W. Dales, Box 206 Secretary
J. G. Goodison, Box 206 Collector
I. J. Beehler, Box 558 Receiver
Benjamin Dickerson Magazine Agent
- 70. LONE STAR; Longview, Texas.**
Meets every Tuesday at 2 P. M. in I. O. O. F. Hall.
I. H. Stout, Box 411 Master
Lorenzo D. Oden, Box 411 Secretary
Albert N. Oden, Box 411 Collector
Lorenzo D. Oden, Box 411 Receiver
C. W. Slayton, Box 411 Magazine Agent
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meets in B. of L. E. Hall 2d and 4th Sundays at 8 P. M.
Willard Robinson, 6 Mickley ave Master
W. A. Rowe Secretary
E. W. Mills Collector
Irvin Baker Receiver
J. E. Owens, Box 598 Magazine Agent
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
John Coulter, 578 Benson St Master
Geo. M. Kern, 552 So 4th st Secretary
Garret M. Western, 565 Bridge St. Collector
Jas. L. Gibbs, Collinswood, N. J. Receiver
Henry Harris, 446 Henry St. Magazine Agent
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 302 Main St.
E. Brewer, 27 Houghton st Master
Chas. A. Smith, 124 Central St Secretary
Chas. L. Dodge, 21 Lagrange st. Collector
Chas. O. Sykes, North Grafton, Mass Receiver
E. A. Bragg, 8 Kilby St Magazine Agent
- 74. KANSAS CITY; Kansas City, Mo.**
Meets in Forrester's Hall alternate Mondays.
D. McDonnell, 2114 Belleview Ave Master
J. M. Tierney, Box 73, Station "A" Secretary
R. Haslett, 2117 Madison avenue Collector
W. B. Roberts, 1808 Madison Ave Receiver
H. O. Draper, Station "A" Magazine Agent
- 75. ENTERPRISE; Philadelphia, Pa.**
Meets 2d and 4th Sunday afternoons in Erickson's Hall, 3947 Lancaster ave.
Chas. H. Hawman, 3728 Lancaster ave., West Philadelphia Master
C. W. Reeves, 620 N. 38th St., W. Philadelphia Secretary
Frank Dupell, 3621 Aspen St, W. Philadelphia Collector
C. W. Reeves, 620 N. 38th St., W. Philadelphia Receiver
Frank Dupell, 3621 Aspen St., West Philadelphia Magazine Agent
- 76. NEW ERA; Breckenridge, Minn.**
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian Master
W. C. Hall Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Fred Whitbred, Box 84 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets every Thursday at 7:30 P. M. in Neef's Hall, Fifteenth street.
 Chas. D. Lane, 2646 Lawrence St Master
 W. F. Brundage, 1216 Larimer St Secretary
 D. L. Marrs, 445 Beecher ave, N. side Collector
 W. F. Brundage, 1216 Larimer St Receiver
 H. M. Johns, 840 Eleventh st Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets every Thursday at 7 P. M. in Hart's Hall, E. Third street.
 John Laybourne, 318 Engineer St Master
 H. D. Boult, 1223 E. 6th St Secretary
 Edw. J. Moore, 109 E. Boonville St Collector
 Henry Meyer, 318 Engineers' St Receiver
 Clark L. Vanetton, 1216 E. 5th St Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets 1st and 3d Mondays and 2d and 4th Sundays, in Engineer's Hall.
 John Underwood Master
 Chas. E. Stone Secretary
 Chas. E. Stone Collector
 W. Watson Receiver
 J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday.
 John C. Olsen, 296 Short st Master
 W. B. Miller, 110 Main St Secretary
 W. B. Miller, 110 Main St Collector
 Frank G. Boomer, 95 LaSalle St Receiver
 Fred. E. Diamond, Tremont House Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
 Emery Scott Master
 Geo. Watts, Box 1045 Secretary
 W. J. Bain, Box 1763 Collector
 Rowland Arundel, Box 599 Receiver
 S. W. Green Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meet 1st Saturday evening and 3d Sunday afternoon of each month.
 Ernest B. Mayo, 424 First avenue, so Master
 W. E. Richmond, 820 N. Girard Ave Secretary
 Robt. J. Watson, 716 4th ave N. Collector
 W. E. Richmond, 820 N. Girard Ave Receiver
 Geo. E. Walker, 2130 Tenth Ave. So., Magazine Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. L. F. Hall every Wednesday at 8 P. M.
 I. M. Dean, Box 406 Master
 Geo. H. Tucker, Box 406 Secretary
 M. E. Finnegan, Box 406 Collector
 I. M. Dean, Box 406 Receiver
 E. D. Hartzell, 613 E. 15th St Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
 E. C. Wilder, 50 South Ave Master
 Jas. Burgess, 76 Bennett St Secretary
 Fred Voss, 103 Green St Collector
 E. C. Wilder, 50 South Ave Receiver
 A. Cronin, 119 Bennett St Magazine Agent

85. FARGO; Fargo, Dakota.

Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
 W. W. Sturman, Box 825 Master
 Eugene McAuliffe, Box 698 Secretary
 Wash. Terrett Collector
 R. Roggeveen, 324 13th St., north Receiver
 Thos. A. Kelly Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.

Meets Friday evening at 7:30 in K. L. Hall.
 John W. Costin Master
 Wm. Konold Secretary
 Henry C. Bernard Collector
 Wm. Roth, Box 346 Receiver
 Chas. Reynolds Magazine Agent

87. SUMMIT; Rawlins, Wyoming.

Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
 J. A. Measures Master
 J. Doherty Secretary
 G. C. Jordan Collector
 P. Naughton Receiver
 Wm. S. Ross Magazine Agent

88. MORNING STAR; Evanston, Wyoming.

Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
 J. C. Bowman Master
 Kenneth G. McLean Secretary
 Wm. L. Gray Collector
 J. C. Bowman Receiver
 James Holt Magazine Agent

89. CHEHAW; Montgomery, Ala.

Meets every Sunday, in K. P. hall, over National Band, Commerce St.
 E. L. Cranford, 408 Clay St Master
 Ed. Austin, 115 Dexter ave Secretary
 A. F. Grubbs, Box 624 Collector
 Geo. I. Fuller, 26 N. Perry St Receiver
 A. F. Grubbs, Box 524 Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in Odd Fellows Hall 1st and 3d Sundays.
 J. Dunn, Box 645 Master
 R. F. Lange, Box 645 Secretary
 Harvey Smith, Box 645 Collector
 J. W. Hilliard, Box 645 Receiver
 G. A. March, Box 645 Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
 Mat Rourke, 1855 Mission St Master
 Charles A. Crites, 238 Sixteenth St Secretary
 W. J. Allen, 24 Julian Ave., near 15th, Collector
 J. Doyle, 537 18th St Receiver
 James Doyle, 537 Eighteenth St Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
 Chas. Spath Master
 Myrom H. Counsell, 16 E. 5th St Secretary
 M. H. Murphy, E. Mercier St Collector
 S. C. Forsyth, 166 W. Utica St Receiver
 S. C. Forsyth, 166 W. Utica St Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
 John Cronin, Cor. B and Bluff Sts Master
 A. J. Ebersoll, 1213 Bank St Secretary
 E. J. Kelley, 519 Ridge St Collector
 John H. Carter, 507 Main St Receiver
 A. J. Ebersoll, 1213 Bank St Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets every Tuesday at 7:30 P. M. at B. of L. Hall, Cor. Tool Ave. and Pennington St.
 W. E. Butler, Box 218 Master
 Jacob Hettrick Secretary
 F. M. Blaney Collector
 N. H. Cramer Receiver
 J. C. Clancey, L. Box 218 Magazine Agent

95. CHICAGO; Chicago, Ill.

Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month, at 9:30 A. M.
 D. M. Leavitt, 36 Temple st Master
 Vernon L. Culver, 174 N Halstead st Secretary
 J. F. Cantlon, 142 Front St Collector
 E. W. Wallbaum, 224 Larrabee St Receiver
 Pat Grady, Lake Forest, Ill Magazine Agent

- 96. ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays in B. of L. E. Hall,
Main St.
G. Leibtag Master
Frank Ray, Box 666 Secretary
Wm. M. King Collector
Joseph Quinn, Box 299 Receiver
John Leibtag, Box 866 Magazine Agent
- 97. ORANGE GROVE; Los Angeles, Cal.**
Meets every Tuesday evening at 7:30, at 512 San
Fernando St.
George C. Morton Master
J. DeFrees, Box 72 Secretary
Wm. T. Curl Collector
Ed. Whitney Receiver
F. B. Boyett, 11 Aurora st Magazine Agent
- 98. PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday, at Engineers' Hall.
F. C. Stokes Master
E. G. White Secretary
J. H. Neven Collector
R. W. Shields Receiver
E. G. White Magazine Agent
- 99. ROCHESTER; Rochester, N. Y.**
Meets every Friday evening, at No. 33 Market St.
E. C. Pruyn, 41 First Ave Master
W. P. Couch, 99 Broadway Secretary
Geo. Kingley, 22 Upton Park Collector
James N. Clark, 171 N. Union St Receiver
Wm. H. Rice, 9 Norwood St Mag. Agent
- 100. ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M., in Wrights Hall,
cor. Main and Adams sts.
Wm. Coleman Master
Woods L. Miller, Box 446 Secretary
Woods L. Miller, Box 446 Collector
Wesley Alsop Receiver
Richard A. Potter Magazine Agent
- 101. ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Firemen's
Hall, 223 Pine st.
J. W. Crouch, Box 288 Master
Al. Finley Secretary
J. W. Crouch, Box 288 Collector
J. F. Bryan, L. Box 819 Receiver
F. S. Templeton Magazine Agent
- 102. CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M., in I. O. O.
F. Hall, S. E. cor. Sycamore and Sixth St.
F. S. Payne, 1221 Court Ave Master
C. M. Krull, 717 Lyon St Secretary
John Loveless, 1203 Fillmore St Collector
J. W. Combs, 1321 Buchanan St Receiver
H. L. Wilson, 118 9th st., Council
Bluffs, Iowa Magazine Agent
- 103. FALLS CITY; Louisville, Ky.**
Meet every Thursday at 2 P. M. at Colgan's Hall,
Cor. 10th and Walnut St.
Wm. C. Abbey, 1026 8th st Master
James J. Lawson, 1108 13th st Secretary
John B. Reynolds, 1013 13th st Collector
James J. Lawson, 1108 12th st Receiver
John H. Patrick, 939 Tenth St Magazine Agent
- 104. "OLD KENTUCKY;" Ludlow, Ky.**
Meets 1st and 3d Thursdays at 7:30 P. M. in I. O.
O. F. Hall.
Frank Robinson Master
M. J. Connelly Secretary
Chas. Heimberger Collector
J. E. Doran, Box 76 Receiver
Chas. Heimberger Magazine Agent
- 105. PROGRESS; Galesburg, Ill.**
Meets 1st and 2d Thursdays and 3d and 4th Fridays
at 7:30 P. M., in B. of L. E. Hall.
Wm. Heath, 351 E. Main St Master
J. A. Foley, 230 S. Kellogg St Secretary
L. L. Nelson, 327 N. Seminary St Collector
M. J. Buckley, 122 W. Knox St Receiver
C. G. Nelson, 522 Seminary St Mag. Agent
- 106. KEY CITY; Dubuque, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., over Master
Mechanic's Office.
Joseph Chaloupka, 1470 Cedar st Master
D. W. Mason, 438 High St Secretary
Joseph Chaloupka, 1470 Cedar st Collector
J. D. Mahoney, 1846 Jackson st Receiver
Jay E. Haines, 18 High St Magazine Agent
- 107. ECLIPSE; Gallon, Ohio.**
Meets in Zimmerman's Hall every Thursday
evening.
August Gerhart, Box 196 Master
Ed. W. Armor, Box 701 Secretary
Ed. W. Armor, Box 701 Co. lector
J. A. Farnworth, Box 288 Receiver
Geo. Canaan, Box 386 Magazine Agent
- 108. PIONEER; Chama, New Mexico.**
Meets every Wednesday at 7:30 P. M., in D. & R.
G. Passenger Depot.
J. C. McCabe, Box 8 Master
Edward Bradley Secretary
Chas. Schonefeld, Box 16 Collector
Herman Berndt, Box 17 Receiver
Edward Bradley Magazine Agent
- 109. PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays of each month in Sum-
mit Hall, Cor. Ewing Ave. and Market St., at
7:30 P. M.
W. M. White, 944 Chouteau Ave Master
J. L. Pate, 2919 Caroline St Secretary
J. L. Pate, 2919 Caroline St Receiver
Chas. Durnell, 510 Montrose Ave Collector
J. L. Pate, 2919 Caroline St Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in En-
gineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 285 Master
C. P. Collins, 29 Oak St., E. Toledo, O Secretary
Zeno Kirk Collector
Chas. F. Pillard, L. Box 286 Receiver
C. P. Collins, 29 Oak St., E. Toledo, O., Mag. Agent
- 111. BEACON; Mattoon, Ill.**
Meets in K. of L. Hall Sunday at 2:30 P. M.
C. J. Singleton, L. Box 835 Master
T. F. Barrett, Box 427 Secretary
O. C. Henry, Box 265 Collector
C. J. Singleton, L. Box 835 Receiver
Ben Newkirk Magazine Agent
- 112. EVENING STAR; Mt. Vernon, Ill.**
Meets 1st and 3d Tuesdays in Heiserman's Hall,
at 7:30 P. M.
S. R. Wild Master
John C. Branham Secretary
John C. Branham Collector
E. F. Lynch Receiver
Thos. F. Thickston Magazine Agent
- 113. CLARK-KIMBALL; Pocatello, Idaho.**
Meets in Masonic Hall every Monday at 7:30 P. M.
Ed. Anderson Master
Ed Staples Secretary
W. E. Randolph Collector
Frank Walton, Allerdice, Mont Receiver
E. G. Leaf, Ogden, Utah Magazine Agent
- 114. MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M. in Engineers'
Hall, Idleman's block.
John H. Bingham, Box 250 Master
Thos. O. Jones, Box 250 Secretary
James A. Maxwell, 213 Tenth St Collector
Ernest Heeman, 1010 Central ave Receiver
Thos. O. Jones, Box 250 Magazine Agent
- 115. GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays in The Temple of
Honor.
H. L. Briggs, Cor. 8th and Market Sts Master
J. Buckley, O₂ and 19th st Secretary
G. E. Labitt, 75 W ave and L. 8th Collector
H. L. Briggs, 8th and Market Sts Receiver
A. J. Schmidt, 34th street, between H.
and Winnie Magazine Agent

- 116. ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays in Engineers' Hall at 1:30 P. M.
Wm. Dingwall, 2004 Stone St. Port Huron, Mich. Master
R. J. Gee, 1810 Poplar st, Port Huron Secretary
John W. Chownen Collector
E. G. Hubbard, Box 127 Receiver
W. F. Benwick, Box 182, Brighton Park, Ill. Magazine Agent
- 117. BEAVER; London, Ontario.**
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Edwin S. Chapman, 151 Clarence St. Master
George Black, 460 Simcoe St. Secretary
S. T. Fletcher, 221 Maitland St. Collector
Harry Angles, 473 Gray st. Receiver
Robt. Lister, 411 Hill St. Magazine Agent
- 118. STAR OF THE EAST; Richmond, Quebec.**
Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
R. A. Leonard Master
G. A. Pearson, Richmond Station Secretary
G. A. Pearson, Richmond Station Collector
John Kelly, Richmond Station Receiver
Fred Driver Magazine Agent
- 119. COLONIAL; River du Loup, Quebec.**
Meets Wednesday and Thursday nights, alternately, in English School Room.
W. H. Rougeau, River du Loup Station Master
Louis D. Poulin, I. C. Ry Station Secretary
Louis D. Poulin, I. C. Ry Station Collector
Joseph Scott, I. C. Ry Station Receiver
Wm. H. Rougeau, I. C. Ry. Station Maga. Agent
- 120. FORTUNE; Syracuse, N. Y.**
Meets 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M. at C. M. B. A. Hall, corner Fayette and Salina Sts.
E. F. McNulty, 2 Wall St. Master
Simon Mangan, 186 Shomard St. Secretary
L. G. Rousson, 20 Richmond Ave. Collector
F. H. Livingston, 59 Jackson St. Receiver
W. H. Jacobson, 224 Gifford St. Mag. Agent
- 121. FELLOWSHIP; Corning, N. Y.**
Meets 1st and 3d Sundays of each month at 8 P. M. in Odd Fellows Hall.
James F. Roody Master
T. E. Hanmer Secretary
George R. Quick, 241 E. Erie Ave. Collector
William H. Smith, Corning Receiver
E. E. Beales Magazine Agent
- 122. H. B. STONE; Beardstown, Ill.**
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
Jerry W. Flickwrl Master
E. J. Summers, Box 694 Secretary
John E. Hurley, Box 692 Collector
Albert Banks, Box 208 Receiver
E. J. Summers, Box 694 Magazine Agent
- 123. OVERLAND; Omaha, Neb.**
Meets in K. of P. Hall, Corner 14th and Douglas Sts. every Wednesday at 8 P. M.
Wm. Dolan, 421 N. 13th St. Master
E. S. Emmons, 1429 N. 21st St. Secretary
Wm. Anderson, 1214 Cass St. Collector
Albert Cole, 1618 Jackson St. Receiver
E. S. Emmons, 16 N. 13th St. Mag. Agent
- 124. PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays, in Odd Fellows' Hall, at 2:30 P. M.
H. A. Draper Master
W. B. Howe Secretary
H. C. DeGroat Collector
M. D. Grady Receiver
M. D. Grady Magazine Agent
- 125. GUIDE; Marshalltown, Iowa.**
Meets 2d and 4th Sundays in B. L. F. Hall, South Center street.
W. M. Gallup, 512 8 Third st. Master
J. P. Boyce, 311 W Nevada St. Secretary
J. S. Smedes, 307 S Center st. Collector
J. M. Larimer, 307 S. Third ave. Receiver
J. H. Crellin, 612 E. Linn St. Magazine Agent
- 126. COMET; Austin, Minn.**
Meets 1st and 3d Mondays and 2d and 4th Sundays in Hays' Hall.
J. A. Harriman Master
A. B. Lawrence Secretary
J. E. Gilbert Collector
August Olson Receiver
C. J. Erickson Magazine Agent
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets 1st Tuesday and 3d Sunday, in Assinaboine Hall, 133 Ross St.
John Wellington, 14 Patrick St. Master
W. H. Woods, 14 Patrick St. Secretary
Thos. Reece, 228 McWilliams St. Collector
J. G. Jonah, 228 McWilliams St. Receiver
Geo. M. Vansickle, care F. R. shops, Mag. Agent
- 128. LANDMARK; Glendive, Montana.**
Meets 1st and 3d Tuesdays at 7 P. M. in Coleman's Hall.
Daniel Sinclair, Forsythe, Montana Master
James McKensie, Box 55 Secretary
Martin E. Colbert, Box 55 Collector
James McKensie, Box 55 Receiver
Douglas Westfall, Box 55 Magazine Agent
- 129. MINERAL KING; Escanaba, Mich.**
Meets in B. of L. E. Hall 2d and 4th Sundays at 1 P. M.
Richard Letcher, Box 123 Master
James S. Hill, Box 379 Secretary
Geo. H. Valentine, Box 541 Collector
J. B. Rogers, Box 601 Receiver
J. J. Kelly, Box 480 Magazine Agent
- 130. GUIDING STAR; Milwaukee, Wis.**
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
Thomas Dwver, 335 Jackson St. Master
Bernard J. Fahl, cor. 34th and Wells St. Secretary
Frank E. Search, 436 Barclay St. Collector
Con. F. McAuliffe, 561 Washington St. Receiver
Edward Summers, 99 Sixth St. Magazine Agent
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meets 1st and 3d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.
R. S. Cochran, Box 121 Master
Geo. Gearhaart Secretary
A. R. Johnson Box 8 Collector
R. J. Luxan, Box 396 Receiver
R. J. Luxan, Box 396 Magazine Agent
- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meets in Opera House lot and 3d Sundays and last Wednesday at 2 P. M.
Fisher Wressell, Box 13 Master
W. R. Hammond Box 408 Secretary
Jas. H. Long, Box 6 Collector
John H. Howell Receiver
Lewis V. Roberts Magazine Agent
- 133. SPRAGUE; Sprague, Washington Ty.**
Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
J. D. Irby Master
H. A. Moore Secretary
A. E. Bowman Collector
Arthur Herider Receiver
J. C. Smith Magazine Agent
- 134. EASTMAN; Farnham, Quebec.**
Meets 1st and 3d Sundays and 2d and 4th Mondays.
E. W. Gibson Master
H. E. Cowan Secretary
J. H. Cuntlingham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall 1st and 3d Tuesdays at 7 P. M.
 Colin McArthur Master
 F. L. Fitch Secretary
 Wm. T. Fields Collector
 Colin McArthur Receiver
 F. L. Fitch, L. Box 184 Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets alternate Saturdays at 7 P. M., Cor. Kent and Cambridge S's.
 George Pratt, Box 166 Master
 L. McIntosh Secretary
 Joseph Kelcher Collector
 J. Jefferies Receiver
 J. Jefferies Magazine Agent

137. PROTECTION, Eldon, Iowa.

Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
 C. W. Friend Master
 J. T. Hull, Box 196 Secretary
 Geo. W. Trott, Box 185 Collector
 A. Shunterman Receiver
 Fred James Magazine Agent

138. UNION; Freeport, Ill.

Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
 James A. Flack, 45 Clay st Master
 Sam Shanunowsy, 16 Crocker St Secretary
 Wm. A. Brubaker, 10 State St Collector
 Sam Shanunowsy, 16 Crocker St Receiver
 Wm. A. Brubaker, 10 State St Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schults's Hall 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
 Wm. Manerhan, Box 81 Master
 George Landes, Box 81 Secretary
 L. J. Whyers, Box 81 Collector
 J. J. Norton, Box 81 Receiver
 Wm. Manerhan, Box 31 Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets every Monday at 7:30 P. M., in Fraternity Hall.
 L. W. Jones, Box 122 Master
 C. M. May, Lock Box 599 Secretary
 J. W. Hardy, L. Box 599 Collector
 Henry Wise, L. Box 599 Receiver
 W. E. Somerville, L. Box 597 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at 7:30 P. M.
 A. J. Kohler, 461 Calhoun St Master
 Patrick C. Lupton, 33 E Williams st Secretary
 C. F. Sweeney, cor. Holton Ave. and Fisher St Collector
 W. R. Fredricks, 415 S Lafayette St Receiver
 T. E. Short, 29 Boone St Magazine Agent

142. C. B. WHIPPLE; Toledo, Ohio.

Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. in Johnson's Hall.
 Henry Harms, 440 Forte St, East Toledo Master
 Ben. I. Ross, Penn Engine House, East Toledo Secretary
 Geo. Bittman, 713 Erie st Collector
 Louis Weingardt, 221 Broadway Receiver
 B. I. Ross, Penn. engine house Mag. Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal. 2d and 4th Wednesdays.
 T. J. Roberts, 752 Willow St Master
 R. H. Potts, 1702 Seventh St Secretary
 Ed. Johnson, 1714 Eighth St Collector
 T. J. Roberts, 752 Willow St Receiver
 E. C. Cushing, 861 Myrtle street, Oakland, Cal Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets 2d Sundays at 9 A. M. and 4th Sunday afternoons in Patterson's Hall, I. C. R. Depot.
 Wm. A. Thomson Master
 Wm. Hamilton Secretary
 James Thomson Collector
 John Deveraux Receiver
 Wm. Smallwood Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.

Meets every Tuesday at 8 P. M. in Jonas's Hall, 601 Austin St.
 J. H. Humphrey, 1115 Ave. E Master
 Edward Biers, cor. Cherry and Burleson Sts Secretary
 O. H. Cole, 1112 Ave. D Collector
 Frank S. Taylor, cor. Mesquit and Burleson Sts Receiver
 John Sullivan, 110 Avenue D Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th Mondays at 2 P. M.
 John F. Broughton, S. P. Shops Master
 J. P. Managhan, S. P. Shops Secretary
 E. A. Speer, S. P. Shops Collector
 Fred Keeler, S. P. Shops Receiver
 D. M. Moody, 109 Elysian St Magazine Agent

147. MIDLAND; Temple, Texas.

Meet every Monday at 8:00 P. M.
 Thos. H. Boyd, Box 105 Master
 T. J. Robbins, Box 105 Secretary
 James Conney, Box 105 Collector
 Howard Covington, Box 105 Receiver
 W. R. Brown, Clebourne, Tex Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets every Friday at 1:30 P. M. in K. of P. Hall.
 W. Z. Thompson, Box 416 Master
 S. F. James, Box 416 Secretary
 J. B. Paskell, Box 416 Collector
 Ed. Kendrick, Box 416 Receiver
 J. W. Deaciel, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets 2d and 4th Saturdays at 8 P. M., at 110 East 125th street.
 Jas. F. Hough, 1424 ave A Master
 P. A. Donahue, 311 W. 55th St Secretary
 R. Roscoe, 27 E 86th st Collector
 P. A. Donohue, 311 W 55th st Receiver
 Chas. Johnson, 313 E. 120th St Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
 Arthur C. Bishop, 146 Main St Master
 Fred. E. Brown Secretary
 John Munro Collector
 Jos. H. Bice Receiver
 Chas. E. Zyrd, Marquette, L. S., Mich, Mag. Agent

151. MAPLE LEAF Hamilton, Ontario.

Meet 1st and 3d Sundays at 2:30 P. M.
 Alex McGilvery, N. & N. W. Shops Master
 J. E. Painter, 135 John at North Secretary
 Wm. F. Baines, 118 Queen at North Collector
 R. Martin, 15 Mayill st Receiver
 John McColl, 17 Crook's Street Mag. Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Odd Fellows' Hall 1st and 3d Sundays.
 Patrick J. Roach, Box 845 Master
 Frank E. Ayers, Box 104 Secretary
 Frank Potter, Box 782 Collector
 John Hatchard, Box 377 Receiver
 Fred C. McDonald, Box 682 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
 H. L. Wright, 1020 Wall st Master
 Alexander Barr, 1126 Oak St Secretary
 Alexander Barr, 1126 Oak st Collector
 J. T. Helman, 10 N Washington st Receiver
 W. F. Strode, 216 So. Barbee St Mag. Agent

154. McKEEN; Ottawa, Kansas.

Meets in K. P. Hall on 2d and 4th Sundays at 2 P. M.
 Wm. L. Miller, 713 N. Main St Master
 E. Eshnaur, 629 N Poplar st Secretary
 Geo. H. Showalter, N Main st Collector
 M. A. Lea Receiver
 Wm. D. Frisby, 637 Ann St., Wyandotte Kan Mag. Agent

155. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
 L. T. Branham, Box 256 Master
 O. A. Stetsel, Box 256 Secretary
 T. C. Imrie, Box 256 Collector
 B. W. Bailey, Box 256 Receiver
 B. L. Bently, Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 H. P. Matthews, L. Box 201 Secretary
 H. P. Matthews, L. Box 201 Collector
 B. E. Flaherty Receiver
 G. H. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
 Tim. Teahen, 447 Clinton St Master
 J. Nopper, 217 Crogan st. Secretary
 E. Heldenrich, 124 Hastings St. Collector
 J. Nopper, 217 Crogan St. Receiver
 Peter Sewell, 199 Orleans St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets every Saturday at 7:30 P. M., at Simmons' Hall, cor. Summer and Union Sts.
 T. L. Quinlan, Edgesfield shops Master
 D. J. Singleton, 471 Humphrey St. Secretary
 Fayette Enoch, 1202 S. College St. Collector
 E. G. Junk, cor. Chestnut and Market Sts., So. Nashville Receiver
 W. D. Bledsoe, 11 Joseph Ave. Magazine Agent

160. C. J. NEPBUEN; Evansville, Ind.

Meets in A. O. U. W. Hall, Third and Main Sts., 2d and 4th Sundays at 2 P. M.
 Morris Hoffman, 305 Olive St Master
 Edgar G. Hitch, 981 Canal St. Secretary
 Robert T. Skinner, 519 Harriet st. Collector
 John K. Taylor, 109 Lincoln Ave. Receiver
 Jerry Burke, 606 S. 8th st., Terre Haute, Mag. Agent

161. HERALD; Burlington, Iowa.

Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
 C. C. Maxwell, 1022 S. Fourth St Master
 W. A. Flannery, 1212 N Eighth st Secretary
 S. J. Eccles, 906 Angular St Collector
 S. W. Bowser, 1303 Madison st Receiver
 W. A. Flannery, 1212 N 8th st Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 506 Main St., every Wednesday at 7:30, and 1st Sunday at 2 P. M.
 D. F. Wagner, 206 Fourth St Master
 Chas. E. Platt, 211 Third St Secretary
 D. F. Wagner, 206 Fourth St Collector
 Wm. J. Hunt, 104 Prairie st Receiver
 F. Boderick, 1005 So. 2d St Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets every Friday at 7 P. M., at Masonic Hall.
 Chas. McWilson, Box 56 Master
 B. Rathfon, Box 56 Secretary
 H. Feeble, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 J. Flaherty Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
 S. E. Mosshammer Master
 C. E. Blair Secretary
 R. H. Mosshammer Collector
 J. J. Derck, Box 202 Receiver
 W. H. Weber, Box 324 Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 J. E. Brombaugh Master
 James VanRiper Secretary
 Geo. B. Richardson Collector
 Albert I. Routh Receiver
 J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets 1st and 3d Wednesdays and 2d and 4th Tuesdays at 7 P. M., in Engineer's Hall.
 Jacob A. Hoover Master
 Jas. W. VanEman Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L. Box 933 Receiver
 P. F. Murphy, Box 378 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets 1st and 3d Sundays at 2 P. M. in K. P. Hall
 John Anderson Master
 Wm. Birkett, Box 242 Secretary
 H. P. Smith, Box 347 Collector
 Charles Bryan Receiver
 H. P. Smith, L. Box 347 Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
 J. Moriarty, Portage, Wis Master
 Frank Krause, Box 214, Portage, Wis Secretary
 George Brewer, 403, cor. Aron and Gould st., LaOrosse, Wis. Collector
 Frank Krouse, Portage, Wis Receiver
 Frank Krause, Box 214, Portage, Wis., Mag. Agent

169. H. G. BROOKS; Hornellsville, N. Y.

Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
 W. E. Smith, 22 Taylor St. Master
 C. F. Stone, 6 South Division st Secretary
 H. H. Sweet, 26 Erie ave Collector
 A. H. Spencer, 18 Elm St. Receiver
 M. S. Hendee, Friendship, N. Y., Magazine Agent

170. PRAIRIE; Huron, Dakota.

Meets in Odd Fellows Hall on 2d and 4th Sundays at 8 P. M.
 Geo. E. White, 357 E. 3d st Master
 Geo. E. Coon, 442 Iowa St Secretary
 John J. Conley, Box 899 Collector
 John Mills, 651 Beach St Receiver
 Wm. A. Brown Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
 F. M. White, Box 606 Master
 D. W. Duncan, Box 167 Secretary
 T. W. Hennessey, Box 167 Collector
 F. M. White, Box 606 Receiver
 T. W. Hennessey, Box 167 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, Cor. Sparks and Wellington Sts.
 Horatio Hymers, Rochester, Ont Master
 J. G. Armstrong, Richmond Lodge Secretary
 F. W. Morrison, C. P. R. R. Shops Collector
 H. Handysides, Hintonbury via Ottawa, Ont Receiver
 Alex. McCuaig, 56 Ottawa St. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets every Sunday at 7:30 P. M. in B. of L. F. hall.
 Chas. McCauley Master
 Isaac C. Heustis Secretary
 John C. Bull, Williams, Ariz Collector
 C. F. Evans, Coolidge, N. Mex Receiver
 E. W. Davis Magazine Agent

- 174. HARRISBURG; Harrisburg, Pa.**
Meets Cor. Third and Cumberland Sts., over Merchants' Bank, 2d and 4th Sundays at 1 P. M.
Wm. Drake, 1531 N. 6th St. Master
H. O. Motter, 1720 1/2 N. Third St. Secretary
H. J. Roberts, 508 Riley St. Collector
Wm. Blessing, 422 Riley St. Receiver
H. S. Gingrich, 1413 Wallace St. Magazine Agent
- 175. TAYLOR; Newark, Ohio.**
Meets in O. R. C. Hall at 12 1/2 North 2d St., every Wednesday at 7 P. M.
A. A. Hickerson, Rear 117 S. Fourth St. Master
John Adkins, Box C. Secretary
John Callahan, 118, Valandingham st. Collector
John Adkins, Box C. Receiver
C. D. Tomlinson Magazine Agent
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Wednesday evenings in Warner's Hall.
A. G. Turlay, Box 61 Master
W. F. Gorman, Box 285 Secretary
W. F. Gorman, Box 286 Collector
C. H. Porter, Box 41 Receiver
C. H. Porter, Box 41 Magazine Agent
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
T. P. Davis Master
H. H. Worthington Secretary
Wm. Kane Collector
T. P. Davis Receiver
O. J. Leach, Box 184 Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets in Emporium Hall Tuesdays, at 8 P. M.
Leonard W. Kessler, 223 N. 3d St. W. Master
Chas. Cowan, L. Box 586 Secretary
R. Mace, D. & R. G. Shops Collector
Frank McLain, D. & R. G. Shops Receiver
Arthur W. Roberts, D. & R. G. shops. Mag. Agent
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays.
Geo. W. Carr, 1022 U st. Master
J. K. Robinson, 730 N. Tenth St. Secretary
Geo. Hinkle, Box 430 Collector
J. W. Barber, 825 N 15th St. Receiver
I. M. Freese, 13st., bet. V and W St. Mag. Agent
- 180. THREE STATES; Cairo, Ill.**
Meets cor. 12th st. and Washington Ave., 2d and 4th Sundays.
J. C. O'Connell, 308 Twenty-First St. Master
G. B. Vincent Secretary
M. J. Kiley, 714 Cedar St. Collector
A. J. Jaeckel Receiver
J. C. O'Connell Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
James Farley Master
James Combs Secretary
A. Dunbar Collector
James Nicholson Receiver
Alex. Dunbar Magazine Agent
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
H. E. Hilliker, Miles, Grove Master
E. J. Oliver, 17 Sassafrazast Secretary
A. H. Gifford, 1815 Myrtle St. Collector
Wm. Fitzmorris, 63 W. 13th St. Receiver
Chas Fitzmorris, 63 W. 13th St. Mag. Agent
- 183. LAKE SHORE; Collingwood, Ohio.**
Meets in Engineer's Hall alternate Thursday evenings.
J. M. Gaines, Box 152 Master
F. R. Rosekrans, Box 103 Secretary
W. T. Wade, Box 316 Collector
H. I. Miller, Box 154 Receiver
D. A. Carver, Box 301 Magazine Agent
- 184. LIMA; Lima, Ohio.**
Meets every Sundays at 1:30 P. M. in Irish Block.
E. L. Melhorn Master
M. R. Lacy Secretary
Joe Bowsher, 496 S Tanner st. Collector
John E. Myers, 639 S. Main St. Receiver
S. H. Hartung, 601 N. Union St. Magazine Agent
- 185. FIDELITY; Delphos, Ohio.**
Meets in Beyer's Hall every Sunday at 2 P. M.
W. S. Miller, Box 311 Master
A. J. Hograth, Box 153 Secretary
J. B. Grove, Box 143 Collector
F. A. Drolett, Box 311 Receiver
J. B. Grove, Box 143 Magazine Agent
- 186. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 3834 State St., 1st and 3d Sundays of each month.
J. E. Callaghan, 2538 Butterfield St. Master
Jas. Manning, 534 Root St. Secretary
John Lynch, 3118 Wentworth Ave. Collector
Wm. Stack, 2710 Shields ave. Receiver
F. J. Northrup, 1522 Wabash Ave. Mag. Agent
- 187. LITTLE GIANT; Charleston, Ill.**
Meets in Firemen's Hall 1st and 3d Sundays.
Harry Douglass Master
Samuel Prater Secretary
Harry Douglass Collector
J. F. McDougal Receiver
Morgan Callahan Magazine Agent
- 188. S. S. WEBERILL; Chicago, Ill.**
Meets 2d and 4th Sundays at 2:30 P. M. at 786 W. Lake St.
C. E. Witherell, 1091 Fulton St. Master
Wm. O. Cleveland, 100 Washtenaw ave., Secretary
Chas. Benjamin, 49 Maplewood Ave. Collector
C. Frank Coffee Receiver
L. L. Gay, 1069 Fulton st. Magazine Agent
- 189. BALDWIN; Ft. Howard, Wis.**
Meets 2d and 4th Sundays, in Narris' Block, Green Bay, Wis.
H. L. Nichols Master
D. E. Hogan, Box 87 Secretary
Jay Parkinson, Box 873, Green Bay, Wis. Collector
M. Sheehy Receiver
Geo. Shequin Magazine Agent
- 190. FERGUSON; Mitchell, Dakota.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
Emmet Wentworth, Box 102 Master
B. F. Slater, Box 874, Aberdeen Secretary
William Phillips, Box 731 Collector
B. F. Slater, Box 874, Aberdeen Receiver
Edward Smith, Sanborn, Iowa. Magazine Agent
- 191. CUSTER; Livingston, Montana.**
Meets every Wednesday at 7:30 P. M., at Thompson's Hall.
W. T. Field, L Box 54 Master
Forrest Bullard, Box 51 Secretary
James E. Connelly, Billings Collector
H. K. Mayhew, Billings Receiver
J. Martin, L. Box 16 Magazine Agent
- 192. MT. TACOMA; New Tacoma, Washington Ter.**
Meets 2d and 4th Sundays of each month.
J. S. Moss, 912 Tacoma Ave. Master
F. M. Sisson Secretary
J. M. Hughes Collector
J. S. Moss, 912 Tacoma Ave. Receiver
F. H. Andrews, 1733 E St. Magazine Agent
- 193. J. B. MAYNARD; Albina, Oregon.**
Meet in Hill's Hall, 2d and 4th Sundays.
J. E. Clark, E. Portland, Oregon Master
H. W. Hall, Box 287, East Portland, Oregon Secretary
D. J. Byrne, Box 287 East Portland, Oregon Collector
H. W. Hall, Box 287, East Portland, Oregon Receiver
J. F. McQuaid, McMinnville, Ore. Mag. Agent
- 194. BONANZA; Missoula, Montana.**
Meets every Monday night in I. O. O. F. Hall
E. L. Hollister, Box 124 Master
Chas. S. Cranston, Box 107 Secretary
W. F. Copenhaver Collector
T. P. O'Rourke Receiver
Samuel Gardner Magazine Agent
- 195. RE-ECHO; Montpelier, Idaho.**
Meets in A. O. U. W. Hall Fridays, at 7:30 P. M.
S. L. Wysong Master
J. E. Toner Secretary
Ed. Purtell Collector
James Duffy Receiver
James Duffy Magazine Agent

- 194. CLOUD CITY; Leadville, Colo.**
Meets 2d and 4th Fridays at 8:00 P. M., in G. A. R. Hall.
H. A. Huddleston, Box 830 Master
J. C. Hale, Box 830 Secretary
C. E. Phelan, Box 830 Collector
Jacob Switzer, Box 830 Receiver
George Moore, Box 830 Magazine Agent
- 197. RIVERSIDE; Savannah, Ill.**
Meets 1st and 3d Sunday of each month.
Clarence Latham, Box 446 Master
Ira M. Hurless, Box 79 Secretary
Ira M. Hurless, Box 79 Collector
Wm. K. Lord, Box 147 Receiver
Ira M. Hurless, Box 79 Magazine Agent
- 198. MAPLE CITY; Norwalk, Ohio.**
Meets 1st and 3d Sundays.
V. C. Fitzsimmons, 35 Newton st Master
H. P. Bayley, 152 Whittlesey ave Secretary
James Burns, 44 State st Collector
W. Y. Dennis, 37 W Seminary st Receiver
Geo. J. Brown, 111 n-w 8th St. Magazine Agent
- 199. MAHONING; Youngstown, Ohio.**
Meets every other Sunday evening in Union Veteran Hall, Federal Street.
D. Heinselman Master
J. B. Mawby Secretary
J. B. Mawby Collector
W. G. Raney, 190 Hine St. Receiver
Wm. Jas. Reese, 1235 Emma St. Magazine Agent
- 200. GREAT SOUTHERN; Meridian, Miss.**
Meets every Monday evening at 7:30 in B. of L. E. Hall.
David McBee, N. O. & N. E. Shops Master
L. E. Evans, N. O. & N. E. Shops Secretary
James M. Adams, 3319 - Fifth St Collector
John P. Young, N. O. & N. E. Shops Receiver
Chas. R. Lewi, 659 Rampart St, New Orleans, La Magazine Agent
- 201. FRIENDLY HAND; Jackson, Tenn.**
Meets 1st and 3d Wednesday nights of each month in K. of P. Hall
J. D. Bledsoe Master
James Gaffany Secretary
C. W. Steelman Collector
J. L. Jones Receiver
J. D. Bledsoe Magazine Agent
- 202. SCIOTO; Chillicothe, Ohio.**
Meets in Clough's Hall 1st Sundays at 2:30 P. M., and 3d Mondays at 7 P. M.
Sehon B. Cook, 838 E. Second St Master
Lewis Gettle, Jr., 86 N. Sugar St Secretary
Albert Maunsell, 364 Second St Collector
Frank Willis, 345 E. Fifth St Receiver
C. W. Sanders Box 1231 Magazine Agent
- 203. GARFIELD; Garrett, Ind.**
Meets every Friday at 7:30 P. M.
M. W. Smith, Box 169 Master
Chas. F. Reneman Secretary
Valentine Moughlor Box 27 Receiver
E. C. Thomas Collector
F. M. Champion Magazine Agent
- 204. COTTON BELT; Jonesboro, Ark.**
Meets at Stacy Hall, every Monday at 7 P. M.
A. Donigan Master
L. D. Roberts, L. Box 165 Secretary
A. Donigan Collector
L. D. Roberts, L. Box 165 Receiver
W. B. Williamson Magazine Agent
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
E. H. Powel, 400 Chandler St Master
Geo. Wood, 114 Adams St Secretary
John K. Mullin, 120 Adams St Collector
W. H. Jones, 135 Adams St Receiver
John Symington, 207 Hancock St. Mag. Agent
- 206. FORT PICKERING; Memphis, Tenn.**
Meets first Monday and third Saturday of each month at Miller's Hall, corner Fifth and Jackson streets.
Wm. J. Jobe, K. C., M. & B. R. R. Master
Dan S. Ramsey, 328 Union St. Secretary
Martin Glancy, 159 Tennessee st Collector
D. S. Ramsey, 328 Union St Receiver
Walter E. Owens, 787 Main St. Mag. Agent
- 207. LOYAL; Meadville, Pa.**
Meets in Arcanum Hall 1st and 3d Thursdays, and 2d and 4th Wednesdays.
C. W. Brown, 89 Poplar st Master
F. H. Nichols, 1025 Water St. Secretary
Thos. Newberry 357 East Center st Collector
Thos. S. Taylor, 787 Stewart St. Receiver
Wm. C. Curtis, Vallowia, Pa Magazine Agent
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in C. M. B. A. Hall; alternate Tuesday and Saturday evenings.
John Hill Master
J. J. Lannan, Box 131 Secretary
J. J. Buckley Collector
W. P. Emery Receiver
C. A. Allen Magazine Agent
- 209. SARATOGA; Whitehall, N. Y.**
Meets alternate Sundays in Engineer's Hall, Breet's building.
W. J. Herbage Master
D. H. LaCrosse, Box 366 Secretary
D. H. LaCrosse, Box 366 Collector
W. R. Combs Receiver
V. H. Smalley Magazine Agent
- 210. 18-K; Schenectady, N. Y.**
Meets every other Thursday in McCamus' Hall.
Timothy Smith, 345 Romeyn st Master
J. W. Vrooman, Box 497 Secretary
J. W. Vrooman, Box 497 Collector
J. E. VanVranken, Box 497 Receiver
John W. Vrooman Box 497 Magazine Agent
- 211. ONOKO; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.
Charles Long, 716 Main st Master
C. L. McKee, 209 S Fifth st, Easton Secretary
James E. Morris, 711 Wilkes Barre St. Collector
A. J. Mickley, 725 Berwick St. Receiver
E. A. Seak, 328 Berwick St. Magazine Agent
- 212. EMPIRE; Watertown, N. Y.**
Meets in Good Templars Hall 2d and 4th Sundays.
T. H. Lynch, 101 Factory St Master
H. A. French, 42 Coffeen st Secretary
H. A. French, 42 Coffeen st Collector
Geo. B. Walker, 19 Orchard st Receiver
G. B. Walker, 19 Orchard St Magazine Agent
- 213. WEST SHORE; Frankfort, N. Y.**
Meets alternate Sundays in Joslin Block.
D. P. Gillen, 80 Lode st., Syracuse, N. Y. Master
Ed. Davis, 3 Henderson st., Syracuse, N. Y. Secretary
D. P. Gillen, 80 Lode st., Syracuse, N. Y., Collector
John Scanlon, 3 Henderson st., Syracuse, N. Y. Receiver
D. P. Gillen, Canajoharie, N. Y. Mag. Agent
- 214. ORIOLE; Baltimore, Md.**
Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.
Albert F. Gibbons, 415 Fifth St Master
J. W. Akehurst, 442 Federal St. Secretary
R. L. Carnan, 306 E. Lanvall street Collector
J. N. Jones, 1100 Barclay St Receiver
F. Gibbons, 1386 Wirt St Magazine Agent
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in Vaughn's Hall 2d and 4th Sundays at 12:30 P. M.
W. R. Tabor, 222 Fourth St Master
J. W. Reed, 62 Second St Secretary
C. P. Lowell, 855 Broadway Collector
F. P. Brookaby, 80 Washington St, Greenbush, N. Y. Receiver
C. P. Lowell, 855 Broadway Magazine Agent
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sunday in each month in Grand Army Hall, at 11:30 A. M.
Geo. W. Alden, 30 Crescent St Master
Thos. Lambert, 31 Nashua St Secretary
W. H. Cone Collector
Geo. W. Alden, 30 Crescent st Receiver
O. A. Pope, F. R. R. engine house Mag Agent
- 217. HEADLIGHT; Brazil, Ind.**
Meets in K. P. Hall 2d and 4th Sunday afternoons.
Elmer P. Collins Master
Frank Fox Secretary
Merrian Catlin Collector
Geo. Dandurand Receiver
Wm. H. Johnson, Brazil, Ind. Magazine Agent

218. PIKES PEAK; Colorado City, Colo.

Meets every Sunday at 12:30 P. M.

Wm. D. O'Brien Master
 Wm. Walker Secretary
 Amos Allen Collector
 Thos. F. Burns, Box 822, Colorado Springs, Receiver
 Wm. Walker Magazine Agent

219. SMOKEY CITY; Allegheny, Pa.

Meets every Monday at 2:30 P. M., in Engineers' Hall, Cor. Bidwell and Pennsylvania Ave.

D. W. Triem, 171 Sheffield street Master
 H. B. Shaffer, 104 Franklin St Secretary
 Sam'l S. Overlander, 258 Allegheny av. Collector
 H. B. Shaffer, 104 Franklin St Receiver
 R. Beeson, 271 Franklin St Magazine Agent

220. PROVIDENT; Sanbury, Pa.

Meets 1st and 3d Sundays, in Masonic Hall, 8d St.

Joe E. Bowen Master
 J. S. Bowen Secretary
 H. W. Shoffstall Collector
 C. C. Bowen, Receiver
 Harvey Buck, 1885 Franklin Place, Har-
 risburg, Pa Magazine Agent

221. HUBON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.

T. Elliott Master
 Ed. Everett, Box A Secretary
 J. McMillan Collector
 Wm. K. Forbes Receiver
 Chas. Farmer Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.

Meets 1st and 3d Sundays at 2 P. M., in G. A. R. Hall, Child's block.

Chas. E. Taff Master
 O. G. Anderson, Box 49 Secretary
 Charles Taff Collector
 O. G. Anderson, Box 49 Receiver
 Magazine Agent

223. ASHLAND; Lexington, Ky.

Meets 1st and 3d Thursdays in I. O. O. F. Hall.

Thos. J. Kane, 290 E. Main St Master
 Frank Brandt, 227 E. Main St Secretary
 S. W. Malick, 199 E. Main St Collector
 Frank Brandt, 227 E. Main St Receiver
 S. W. Malick, 199 E. Main St Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.

Meets 2d and 4th Sundays at 8 P. M. at Odd Fel- low Hall.

Abe Vogel, L. Box 944 Master
 J. A. Dickinson, L. Box 1128 Secretary
 John Mournan Collector
 Abe Vogel, L. Box 944 Receiver
 J. A. Dickinson, Box 1128 Magazine Agent

225. SUPERIOR; Fort William West, Ontario.

Meets every Monday night in Smith's Hall.

Burton Wheatley Master
 W. H. Wadland Secretary
 Con Goulding Collector
 Will Blannerhasset Receiver
 T. L. Drummond Magazine Agent

226. MAGNOLIA; Corsicana, Texas.

Meets 2d and 4th Wednesdays at 8 P. M.

J. H. Dunkin, L. Box 100 Master
 W. M. Nicol, L. Box 230 Secretary
 J. Barry Collector
 W. M. Nicol, L. Box 230 Receiver
 J. H. Duncan Magazine Agent

227. MAGNET; Binghamton, N. Y.

Meets 1st Wednesday and 4th Saturday at 7:30 P. M. at Stevens' Hall, North Chenango St.

Wm. A. Wrigley, 23 Doubleday St Master
 G. E. Warner, 30 Lewis St Secretary
 Wm. A. Wrigley, 23 Doubleday St Collector
 Theodore Haskins, 30 Virgil St Receiver
 G. E. Warner, 30 Lewis St Magazine Agent

228. ACME; Scranton, Pa.

Meets 1st and 3d Sundays at 2 P. M., in G. A. R. Hall, No. 332 Lackawana ave.

Albert J. Thomas, 37 So. Hyde Park ave.,
 Hyde Park Master
 J. G. Burnett, 405 North Main St., West
 Scranton Secretary
 Charles S. Depew, 1014 Price street,
 Hyde Park Collector
 Ed. Beldin, 1239 Academy street, Hyde
 Park Receiver
 A. E. Woodward, 604 Court St Mag. Agent

229. RICKARD; Utica, N. Y.

Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.

Wm. A. Keene, 145 Bleecker st Master
 J. G. Agans, Box 383 Canastota, N. Y. Secretary
 John A. Wigan, 32 Hubblest Collector
 Alonso E. Pease, 42 Mohawk st Receiver
 J. G. Agans, Box 383, Canastota, N. Y. Mag Agent

230. ALBANY CITY; Albany, N. Y.

Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.

Wm. H. Bagley, 687 Clinton ave Master
 Courtland Maher, 95 West St Secretary
 E. F. Markhart, 30 Lexington ave Collector
 Geo. M. Jeffers, 36 Ontario St Receiver
 Geo. Heckman, 108 Western Ave Mag. Agent

231. DELAWARE; Wilmington, Delaware.

Meets 1st and 3d Sundays at 2:30 P. M., corner Third and King Streets.

T. D. Mount, 404 Lombard St Master
 G. H. Larimore, 405 Lombard St Secretary
 L. L. Sargent, 618 West 4th St Collector
 E. M. Sargent, 618 West 4th st Receiver
 E. J. Gordon, 621 Lombard St Mag. Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets 2d and 4th Sundays of each month, at 1 P. M., in K. of H. Hall.

D. H. Smith, Box 1431 Master
 W. H. Tidaback, Box 1431 Secretary
 W. J. Herlihy Collector
 S. Gildersleeve, Box 1431 Receiver
 H. B. Weeden, Drawer 104, Norwich, N. Y.
 Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets 1st Saturday evening and 3d Sunday after- noon in Victoria Hall.

George W. Speer Master
 Thos. McL. Rippey, Box 83 Secretary
 Wm. H. Gay Collector
 Alfred Wood Receiver
 John Stewart, Jr. Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets 1st and 3d Sundays, in B. of L. F. hall,

W. R. Boucher Master
 W. J. Thurlow, 119 Main St Secretary
 Wm. H. Hollandal Collector
 H. G. Reid Receiver
 John Beattie Magazine Agent

235. THREE BROTHERS; Pittsburgh, Pa.

Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.

James Griffith, Brunett P. O. Master
 Isaac Miller, 2512 Penn ave Secretary
 Wm. J. Adams, Arch St. above 26th Collector
 Henry B. Duff, No. 68, 26th St Receiver
 Robert O. Ferren, 2908 Penn st Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets 1st and 3d Wednesdays at 1:30 P. M. and 2d and 4th Saturdays at 7:30 P. M.

Chas. E. Tyler Master
 Thos. E. Cobbs Secretary
 Thos. E. Cobbs Collector
 Wm. H. Hardy Receiver
 Julius Grether, Box 118 Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets 1st and 3d Sundays, in Tilton's Hall.

Ben Dean, Box 101 Master
 M. J. O. L. Kennedy, 549 W. Ohio St.,
 Chicago Secretary
 Herbert L. Brink Collector
 Thad. Chew Receiver
 Horace Brink Magazine Agent

238. PLAIN CITY; Paducah, Ky.

Meets every Wednesday at 7:30 P. M.

H. C. Kehman, 1184 Jefferson St. Master
 Jas. Weeks Secretary
 Ambrose E. Mercer Collector
 Henry Korts, 317 5th St Receiver
 Henry Korts, 317 5th St Magazine Agent

- 239. BUCKEYE; Delaware, Ohio.**
Meets 2d and 4th Sundays, in Reid & Powell's Hall, at 1 P. M.
Benj. Dettleback, 881 E Central ave . . . Master
T. Maloney, 819 E Central ave . . . Secretary
J. H. sch, 216 E Central ave . . . Collector
F. S. Volk, 16 Hammond at . . . Receiver
James J. Quinlan, Box 405 . . . Magazine Agent
- 240. GILBERT; Jackson, Mich.**
Meets every Monday at 7:30 P. M.
Geo. E. Chapman, 408 Hamlin St. . . Master
Geo. A. Holden, 205 Beech St. . . Secretary
M. A. Henry, 827 Quarry St. . . Collector
D. Green, 211 Orange St. . . Receiver
George Holden, 305 Beech st. . . Magazine Agent
- 241. MOUNTAIN CITY; Hasleton, Pa.**
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel Laurel St.
John Glean, Box 800 . . . Master
Geo. W. Dipple . . . Secretary
John McCall, Box 800 . . . Collector
Andrew Krapf, Box 800 . . . Receiver
John J. Pickering, Box 800 . . . Magazine Agent
- 242. LIBERTY; Elmira, N. Y.**
Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.
W. J. Drake, 351 Center St. . . Master
Harry Millins, 851 Magee St. . . Secretary
J. S. Carpenter, 714 E Oak st. . . Collector
Chas. Barker, 870 McGee St. . . Receiver
Daniel Keefe, 380 W. Fifth St. . . Magazine Agent
- 243. J. H. SELBY; Texarkana, Texas.**
Meets every Sunday at 2 P. M.
F. H. Christman, Glass Box 382 . . . Master
F. S. Wallace, Texarkana, Ark . . . Secreta
W. S. Allison . . . Collecto
K. H. Christman, Glass Box 382 . . . Receiver
K. H. Christman, Glass Box 382 . . . Mag. Agent
- 244. T. P. O'BURKE; Chicago, Ill.**
Meets 1st Thursday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson Sts.
E. Atkin, 180 Maxwell st . . . Master
Chas. Naylor, 5520 Wentworth st., Englewood, Ill . . . Secretary
E. Atkins, 180 Maxwell st. . . Collector
Louis Zupke, 109 Johnson street . . . Receiver
P. C. Winn, 830 W. 12th St . . . Magazine Agent
- 245. GEORGIA; Savannah, Ga.**
Meets every Thursday at 7:30 P. M. and 3d Sunday at 2:30 P. M.
J. Murphy, Berrien & Montgomery st . . Master
Adam Hutton, 117½ Barnard St . . . Secretary
F. L. Kempf, Sims and Guerard st . . . Collector
Fleming Goolsby, 212½ Harris St . . . Receiver
J. J. Gordon, 101½ Montgomery St . . Mag Agent
- 246. MAOON; Macon, Ga.**
Meets at M. & W. depot every Sunday.
James Boatwright, 4¼ Oak St . . . Master
J. T. Taylor, 553 Boundry St . . . Secretary
E. T. Adams, 718 Pine st . . . Collector
J. T. Taylor, 553 Boundry st . . . Receiver
E. B. Shell, 1315 Fourth St . . . Magazine Agent
- 247. KENNEDAW; Atlanta, Ga.**
Meets every Sunday at 2 P. M., in K. P. Hall.
W. H. Hollingsworth, 890 Houston St . . Master
J. S. Wallace, W. & A. R. R . . . Secretary
C. L. Bixby . . . Collector
John M. Baird, 194 Powers St . . . Receiver
Geo. Fechter . . . Magazine Agent
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at 1:30 P. M., in G. A. R. Hall.
Wm. Rose . . . Master
J. S. Brown, Box 704 . . . Secretary
Chas. D. Weisell, Box 590 . . . Collector
A. T. Hill, Box 855 . . . Receiver
Chas. Weisell, Box 590 . . . Magazine Agent
- 249. CALUMET; South Chicago, Ill.**
Meets 2d Sunday at 2:30 P. M., and 4th Sunday at 7:30 P. M., in Engineer's Hall, South Chicago.
Frank Rapp . . . Master
Alex. Melville . . . Secretary
Ernest Ingram . . . Collector
O. J. Austin, Judd, Cook County, Ill . . Receiver
O. J. Austin, Judd, Cook Co., Ill . . Mag. Agent
- 250. GOLDEN LINK; Wilkesbarre, Pa.**
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
E. A. Bailey, Ashley, Pa. . . . Master
R. H. Digory, Box 13, Kingston, Pa. . . Secretary
G. P. Hanks, 5 Railroad street, South Wilkesbarre . . . Collector
C. Vanwhy, Ashley, Pa. . . . Receiver
Elmer E. Butz, Ashley, Pa. . . Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets at Stahl's Hall 1st and 3d Sundays.
H. B. Fulton, East Mauch Chunk . . . Master
John McAllister, Box 275 . . . Secretary
Lafayette Wildonner, Box 275 . . . Collector
C. Roberts, Box 275 . . . Receiver
L. H. Vetter, Box 275 . . . Magazine Agent
- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
Wm. Cobough . . . Master
Lafayette Friday . . . Secretary
Joseph Dennison . . . Collector
Martin M. Hinkle . . . Receiver
H. A. Bennett, Box 581 . . . Magazine Agent
- 253. TRENTON; Trenton, N. J.**
Meets in Bayard Post No. 8, G. A. R. room at 24 E. State St. 1st and 3d Sundays of each month.
Wm. C. Massey, 157 Passaic St . . . Master
Robert Stackhouse, 657 Broad St. . . Secretary
Thos. H. Decator, 47 Hart Ave . . . Collector
Frank P. Parsons, 175 Brunswick Ave . . Receiver
Wm. C. Massey, 157 Passaic St . . Magazine Agent
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays, at 7:30 P. M. in Masonic Hall.
W. T. Mahoney . . . Master
John T. Heatwell . . . Secretary
H. F. Reineohl . . . Collector
P. J. Farrell . . . Receiver
H. F. Reineohl, Box 524 . . . Magazine Agent
- 255. NEIGHBOR; McCook, Neb.**
Meets in Masonic Hall 1st and 3d Wednesdays, and 2d and 4th Saturdays.
I. W. Jackson . . . Master
J. V. Dalley, Box 248 . . . Secretary
John Perry, Box 119 . . . Collector
G. A. Tollerand, L. Box 521 . . . Receiver
Frank McAdams, Box 216 . . . Magazine Agent
- 256. HIGH LINE; Come, Colo.**
Meets every Thursday 7:30 P. M. in McFarlin Hall
Geo. W. McAleer, Box 47 . . . Master
M. D. Finn . . . Secretary
Wm. Dunning . . . Collector
Alford Blanchard . . . Receiver
G. A. Milroy . . . Magazine Agent
- 257. KIT CARSON; Raton, New Mexico.**
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
John W. Cullen . . . Master
Alfred B. Cullen . . . Secretary
Chas. Miller, Box 56 . . . Collector
James McPherson, Box 173 . . . Receiver
Chas. Miller, Box 56 . . . Magazine Agent
- 258. RENO; Nickerson, Kansas.**
Meets in Odd Fellows Hall every Thursday evening at 7:30.
Fred Shirk, Box 102 . . . Master
C. W. Arnold, L. Box 29 . . . Secretary
W. T. Smith . . . Collector
A. S. Ritenour . . . Receiver
A. A. Devauxaux . . . Magazine Agent
- 259. D. J. CHISE; Ashland, Wis.**
Meets 1st and 3d Sundays at 2 P. M., in Good Templars' Hall, Cor. 2d and 4th Ave, west.
W. Buckley, 409 Prentice Ave . . . Master
Wm. Lamb, 309 Willis Ave . . . Secretary
Ferd Godfrey, Box 929 . . . Collector
T. A. Hubbell, 201½ W. Second St . . Receiver
T. A. Hubbell, 201½ W. 2d St . . Magazine Agent
- 260. CALIFORNIA; Sacramento, Cal.**
Meets 2d and 4th Tuesdays in Red Men's Hall, Masonic building, 6th and K Sts.
E. Kuns, 1311 Ninth St . . . Master
G. E. Hanford, Box 107 . . . Secretary
C. W. Cox, 1517 N St . . . Collector
J. D. Cummings, Box 107 . . . Receiver
G. E. Hanford, Box 107 . . . Magazine Agent

- 261. MAGDALENA; San Marcial, New Mexico.**
Meets 1st Sunday 3d Tuesday in Masonic hall.
L. V. McLanughlin Master
John Connell Secretary
W. G. Mathews, Box 52 Collector
Frank Ewing Receiver
George S. Lewis, Box 108 Magazine Agent
- 262. QUEEN CITY, West Toronto Janct., Ont.**
Meets 1st and 3d Mondays, and 2d and 4th Tuesdays at Carlton Hall.
John Donaldson Master
James Lewis Secretary
William Hyndman, Box 61 Collector
John Price Receiver
A. Madden Magazine Agent
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at Alamo Hall.
John C. Akew, Box 10 Master
S. M. Bridgewater, Lox Box 10 Secretary
Sam D. Moore Collector
W. S. Carter Receiver
A. Brownson Magazine Agent
- 264. J. K. GILBREATH; Butte City, Montana.**
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
C. H. DeCamp, Box 190, South Butte Master
Geo. Cross, South Butte Secretary
Wm. A. White, South Butte Collector
J. S. Sweeney, South Butte Receiver
Mac. Haskins, South Butte, Mon Mag. Agent
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meets 1st and 3d Sundays at 2:30 P. M. in I. O. O. F. Hall.
E. E. Decker, 447 So. Division St Master
G. P. Downey, 18 Wenham avenue Secretary
C. W. Beutley, 11 East St Collector
H. E. Brown, 427 Carr St Receiver
Elmer E. Decker, 447 S. Division St Mag. Agent
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meets 1st and 3d Mondays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.
Matt Nilan, L. Box 81 Master
H. O. Fuller, L. Box 81 Secretary
W. J. Sullivan, L. Box 81 Collector
W. Frances, L. Box 81 Receiver
Laurence Hoffman Magazine Agent
- 267. ENDEAVOR; Algiers, La.**
Meets at Castle Hall every Thursday at 7:30 P. M.
M. H. Brown, 78 Webster Ave Master
E. A. Calhoun, 129 Market st Secretary
A. H. Flynn, 87 Pacific avenue Collector
W. T. Donner, 115 Pacific Ave Receiver
A. H. Flynn, 87 Pacific Ave Magazine Agent
- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn Master
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn Secretary
Jas. Harrington, 310 Long St Collector
Tim O'Leary, 1805 Patterson st., Nashville, Tenn Receiver
- 269. O. K.; Cincinnati, Ohio.**
Meets 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.
J. S. Sheehan, 1110 W. Sixth St Master
W. C. Conn, Hawthorne Ave., Price's Hill, Cincinnati Secretary
E. Hathorn, Loveland Collector
G. S. Kershner, 1394 Greenup St., Covington, Ky Receiver
Ed. Cullen, 27 Budd St Magazine Agent
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M. in A. O. U. W. Hall, 2008 Cedar Ave. South.
Oliver Johnson, 321 11th Ave., S Master
C. D. Fultz, 2808 17th Ave., south Secretary
A. M. Getchell, 27 Second St. S Collector
Geo. Cavanaugh, 2309 25th St., S Receiver
Ambrose Powell, 3020 28th Ave. So., Mag. Agent
- 271. BYRAM; Stanhope, N. J.**
Meets in Drake's Hall 2d and 4th Sundays at 4 P. M.
R. A. Tresise, Port Morris Master
Wm. Weiler, Port Morris Secretary
J. F. Schappell, Port Morris Collector
M. T. Dickerman, Port Morris Receiver
M. T. Dickerman, Box 81, Port Morris, N. J. Magazine Agent
- 272. WILSON; Junction, N. J.**
Meets 1st and 3d Sundays, in Well's Hall.
John S. Evaland Master
John E. Dineen Secretary
James P. Butler Collector
John B. Everett Receiver
John S. Evaland Magazine Agent
- 273. DENVER; Denver, Colo.**
Meets every Monday night in P. O. S. of A. Hall, corner 16th and Holladay Sts.
C. H. Curtis, 459 Clark St Master
Edgar F. Ballow, 1272 S. Ninth St Secretary
C. S. Hull, 1018 S. Ninth St Collector
Sam Fowler, Lindell Hotel, Denver Receiver
J. E. Nichols, 2221 Lawrence St Magazine Agent
- 274. JACKSON; Clifton Forge, Va.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Odd Fellows Hall.
R. R. Johnson Master
J. H. Housman Secretary
R. B. Donovan Collector
J. H. White, 811 Stewart St., Staunton Receiver
R. R. Johnson Magazine Agent
- 275. LEE; Richmond, Va.**
Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays at 1:30 P. M.
Wm. J. Burke, C. & O. Round House Master
W. A. Demaine, C. & O. Round House Secretary
W. R. Sanders, Crow's Hill, Carrington st. Collector
Henrica co., Va Receiver
Wm. J. Burke, C. & O. Round House Receiver
W. R. Sanders, Carrington st, Crow's Hill, Henrica co., Va Mag. Agent
- 276. REGINA; Vancouver, B. C.**
Meets on 1st Sunday and 3d Monday of each month.
D. A. Morton Master
Angus Morton Secretary
Angus Morton Collector
Fred Clutterbuck Receiver
Harry Andrews Magazine Agent
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
O. E. Adams, L. & N. Shops Master
H. B. McMillan, M. & B. R. R. Secretary
H. B. McMillan, M. & B. R. R. Collector
Frank J. Carney, L. & N. Shops Receiver
W. A. Crawford, L. & N. Shops Magazine Agent
- 278. ANDERSON; Vicksburg, Miss.**
Meets 1st and 3d Tuesdays at 2 P. M. and 2d and 4th Fridays at 7 P. M.
H. V. Nevill, 1107 S. Washington St Master
W. E. Siner, 1107 S. Washington St Secretary
D. F. Weaver, 1107 S. Washington St Receiver
E. R. Wright, 1107 S. Washington St Collector
E. Wright, 1107 So. Washington St Mag. Agent
- 279. MTEORE; McComb City, Miss.**
Meets every other Sunday at 2 P. M. in Odd Fellows' Hall.
J. Lee Colton Master
Eddie C. Fardish Secretary
Eddie C. Fardish Collector
Ike H. Martin, Box 87 Receiver
E. M. Coe Box 87 Magazine Agent
- 280. OZARK; Thayer, Mo.**
Meets alternate Sundays in Boyd's Hall.
Charles McCarthy Master
P. J. C-onin Secretary
James Kinney Collector
C. D. Rice Receiver
Henry I. Ogle Magazine Agent
- 281. TUNNEL HILL; New Albany, Ind.**
Meets in Hedden's Hall 1st and 3d Sundays at 2 P. M.
Walter Ahcroft, Box 75 Master
Ben Goedecker, Box 75 Secretary
John Keane, Box 75 Collector
W. H. Stephens, Jr., Box 75 Receiver
John S. Keane, Box 75 Magazine Agent

- 222. BURNSIDE; Mt. Carmel, Ill.**
Meets in Lotta Hall on 1st and 3d Sundays at 2:30 P. M.
J. T. Worsham Master
C. Minniear Secretary
Wm. Murphy Collector
C. Minniear Receiver
J. T. Worsham Magazine Agent
- 223. LACKAWANNA; Great Bend, Pa.**
Meets 2d Sunday at 9:30 A. M. and 4th Sunday at 3 P. M. in Red Men's Hall.
F. J. May, Box 139 Halstead, Pa. Master
E. Edenger, Box 67, Great Bend, Pa. Secretary
W. B. Trobridge, Halstead, Pa. Collector
H. P. Trowbridge, Halstead, Pa. Receiver
S. H. Wells, Halstead, Pa. Mag. Agent
- 224. ELM CITY; New Haven, Conn.**
Meets at Elk's Hall, 852 Chapel St. 1st Saturday and 3d Sunday afternoon.
Edw. A. Ferrell, 159 Rosette St. Master
Eugene S. Alling, 123 Cedar St. Secretary
H. Gamester, 185 Cedar St. Collector
Wm. A. Pyle, 46 Arthur St. Receiver
Chas. A. Baldwin, 243 Greenwich Ave. Magazine Agent
- 225. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month, Cor Pratt and Main Sts., in Bliss Hall.
Henry L. Stearns, 4 Wooster St. Master
Emery E. Bill, 27 Vine St. Secretary
A. M. Porter, East Hartford Collector
Henry L. Stearns, 4 Wooster St. Receiver
I. R. Omond, 40 Windsor St. Magazine Agent
- 226. SAGINAW VALLEY; East Saginaw, Mich.**
Meets in B. L. E. Hall 2d and 4th Sundays at 2 P. M.
John C. Kull, cor. Washington and Astor Sts., Meyers' Hotel Master
Adolphus Pixel, 1214 Miller St. Secretary
Robert Steiner, 224 N. 4th St. Collector
Wesley Beck, 124 Sears St. Receiver
A. Filix, 1214 Miller St. Magazine Agent
- 227. ALTOONA; Altoona, Pa.**
Meets every Sunday at 2 P. M. in Ott's Hall, 12th st.
J. C. Brode, 1004 Nineteenth St. Master
W. E. Burket, 1409 Thirteenth ave. Secretary
E. K. Gerhard, 1903 Union Ave. Collector
F. A. Davis, 1908 Union Ave. Receiver
P. F. Allen, 1213 Sixteenth avenue Mag. Agent
- 228. KENNET; Ketherville, Iowa.**
Meets 1st Sunday and third Monday at 7:30 P. M. in Masonic Hall.
Geo. Godden, Box 76 Master
P. J. Sullivan, Box 48 Secretary
A. L. Houlthouser, Box 5 Collector
R. S. Robinson, Box 102 Receiver
D. L. Post, Box 78 Magazine Agent
- 229. GRAND ISLAND; Grand Island, Neb.**
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine Master
Geo. Morgan, Box 575 Secretary
Wm. H. Anyan Collector
Wm. Edwards Receiver
Wm. Edwards Magazine Agent
- 230. MARION Hannibal, Mo.**
Meets in Emmet Hall. 2d & 4th Sundays at 7 P. M.
Wm. Edson Miles, 1101 Church St. Master
John Keena, 140 Market St. Secretary
J. T. Hart, 412 Washington St. Collector
Wm. J. Kelly, 135 Riverside St. Receiver
L. R. Bickel, 120 Third st., So. Mag. Agent
- 231. ATLANTIC; Brooklyn, N. Y.**
Meets 2d Saturday evenings and 4th Sunday mornings at Pythian Hall.
Geo. P. Smith, 46 Williams Ave., 26th ward, Master
Wallace Duryea, 1103 Herkimer st. Secretary
John Logue, 46 Williams ave., 26 ward Collector
Thos. H. Smith, 707 Madison St. Receiver
Ed. Locke, Sackman St., bet. E. New York and Liberty Ave., Station
E. Brooklyn, N. Y. Mag. Agent
- 232. POCAHONTAS; Holden, Mo.**
Meets in Odd Fellows' Hall, 2d and 4th Saturday.
J. A. Bray Master
Geo. P. Reed Secretary
W. A. Bedell Collector
W. M. Bedell Receiver
G. R. Johnson Magazine Agent

- 233. LAFAYETTE; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month at 1:30 P. M. Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2627 Fremont St. Master
W. McLoughlin, 1521 Wood St. Secretary
L. Faber, 308 Buttonwood St. Collector
G. W. Nevill, 1541 Palmer St. Receiver
Magazine Agent
- 234. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in Engineers' Hall, Cor. 3d Ave. and 8th St.
J. T. Looney, 199 E. Main street, Lexington, Ky. Master
Lee A. D. Tate Secretary
E. L. Newcomb Collector
J. T. Looney, 199 E. Main St., Lexington, Ky. Receiver
E. A. T. Watkins, Box 292 Mag. Agent
- 235. U. S. Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
Martin M. Mitchell, 801 Switz st. Master
John J. Shehan, 522 Esplanade st. Secretary
John J. Shehan, 522 Esplanade st. Collector
Martin Gillin, 813 Switz st. Receiver
F. W. Duncan, 506 Brady St. Magazine Agent
- 236. IBON RANGE; Duluth, Minn.**
J. A. Daigleish, 1916 w. Michigan st. Master
J. G. Defond, 1918 w. Michigan st. Secretary
A. Dahl, 2132 w. Second st. Collector
J. G. Defond, 1918 w. Michigan St. Receiver
A. Dahl, 2132 Second St., west Mag. Agent
- 237. CLARK; Jeffersonville, Ind.**
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 392 Master
C. E. Buehler Secretary
W. J. Hannan, Cor. Twenty-seventh St. and Gifford Ave., Louisville, Ky. Collector
A. B. Chambers Receiver
P. A. Coleman Magazine Agent
- 238. CENTRAL OHIO; Crestline, Ohio.**
Meets at Jeners' Hall every Wednesday at 7 P. M.
W. W. Ogline, Alliance Master
Geo. W. Reed Secretary
Henry B. Ellett, Alliance Collector
Chas. H. Ridge, Lock Box 87 Receiver
W. S. Brown Magazine Agent
- 239. HARBOR CITY; Michigan City, Ind.**
Meets alternate Mondays in I. O. O. F. Hall at 2 P. M.
Wm. Campbell, Box 737 Master
W. H. Roe L. Box 644 Secretary
Charley Brown, Box 449 Collector
Willie Williamson, Box 153 Receiver
Lew Willson, 7th street Magazine Agent
- 240. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday 7 a. P. M. in Engineer's hall.
Samuel J. Norris Master
W. C. Baldwin Secretary
Frank W. Thompson Collector
Wm. M. Weeks Receiver
W. C. Baldwin Magazine Agent
- 241. YOUGHIOHENY; Connellsville, Pa.**
Meets at 2 P. M. on 1st and 3d Sundays in Reisinger Hall, Main St.
J. P. Smith, Box 261 Master
A. C. Plante Box 173 Secretary
S. A. McPhee, Box 387 Collector
A. C. Plante, Box 173 Receiver
W. J. Keenan, Box 38 Magazine Agent
- 242. VILLA PARK; Streator, Ill.**
Meets 2d and 4th Sundays at 2 P. M. at Schlits Hall, corner Main and Vermillion Sts.
J. J. Corcoran, 151 N. Monroe St. Master
T. W. White, 261 N. Mason St. Secretary
Moses Cantlin, 160 N. Monroe St. Collector
James Nance, 118 N. Everett St. Receiver
J. D. Menough, 118 N. Everett St. Mag. Agent
- 243. THREE BRANCH Argenta, Ark.**
Meets every Saturday evening at 7:30 P. M., in Lemmer's Hall, Argenta, Ark.
John E. Powers Master
Sam. R. Addis Secretary
G. J. Scaggs Collector
Robert G. Curtis Receiver
B. A. G'Sell, Tex. & St. L. shops, Pine Bluff, Ark. Mag. Agent

- 305. UNWIN; Rat Portage, Ontario.**
Meets in Garfield Hall, every Wednesday evening.
Wm. Burrage, Box 40 Master
Russell Woods Secretary
Wm. Munt Collector
Chas. Unwin Receiver
Wm. Burrage, Box 40 Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 4 P. M. in Temple Hall, Sanborn Block.
E. B. Chandler, West Concord Master
W. F. Cleary, 26 Pearl St Secretary
H. S. Mann, No. 8 Staleman Building Collector
H. W. Morrill, Box 381 Receiver
C. S. Woods, West Lebanon, N. H. Mag. Agent
- 307. HAMDEN; Springfield, Mass.**
Meets in Crescent Hall, 215 Main St., 1st and 3d Sundays.
Chas. A. Chapin, B. & A. Engine House Master
J. A. Simons, 122 Patton St Secretary
John Fenton, 585 Chestnut St Collector
M. D. Newton, Merrick, Mass Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent
- 308. BELLE HAVEN; Alexandria, Va.**
Meets 2d and 4th Sundays at Lunt's Hall.
Wm. M. Mansfield, 1018 Duke St Master
J. B. Fitzgerald, 1012 Duke St Secretary
H. J. Mortimer, Duke St Collector
W. A. Moor, Duke St Receiver
H. J. Mortimer Magazine Agent
- 309. BARTHOLDI; Long Island City, L. I., N. Y.**
Meets 2d Mondays and 4th Saturdays in Schwalenberg Hall.
Geo. H. Stinman Master
Jno. W. Brown, 147 Dupont St., Green Point, L. I., N. Y. Secretary
John J. Galvin, 48 Clay St., Green Point, L. I., N. Y. Collector
Frank Sembler Receiver
Hugh Riddle Receiver
W. A. Barnum, College Point, L. I. Mag. Agent
- 310. CHESTNUT RIDGE; Perry Station, Pa.**
Meets alternate Mondays and third Sundays in Chosen Friends Hall.
H. C. Martin Master
Joshua T. Cole Secretary
W. J. Toole Collector
G. B. Meyers, Box 108 Receiver
Joshua T. Cole Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Ia.**
Meets in V. A. L. Hall 1st and 3d Sundays.
Wm. B. Tidball Master
Charles M. Goodrich Secretary
Ed. L. Condon, L. Box 34 Receiver
Dennis E. Curran Collector
Ed. L. Condon, L. Box 34 Magazine Agent
- 312. BLUE VALLEY; Wymore, Neb.**
Meets in Masonic Hall 1st and 3d Sundays at 2:30 P. M.
W. F. Hacket, Box 138 Master
B. A. Downen, L. Box 53 Secretary
Jacob M. Long, Box 22 Collector
S. E. Fulton, Box 46 Receiver
B. A. Downen, L. Box 53 Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets alternate Mondays at 7:30 P. M.
Melvin S. Laughlin, L. Box 54 Master
P. W. Murphy, 344 Cornell Ave., Kansas City Secretary
Melvin S. Laughlin, L. Box 54 Collector
Harry W. Chow, L. Box 507 Receiver
E. C. Haddock, 120 N. 5th St., Kansas City, Kan Magazine Agent
- 314. MUTUAL; Knoxville, Tenn.**
Meets 1st and 3d Wednesdays at 7:30 P. M. in Engineer's Hall, North Knoxville, Tenn.
Frank A. Stephens Master
Walter Green, 303 E. Park St Secretary
G. L. Key, 144 E. Park St Collector
W. T. Armstrong Receiver
J. E. Lancaster, 5 E. Depons St Mag. Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at Odd Fellows Hall, 101 Hudson avenue.
Jas M. Williams, 20 Canal St., Troy, N. Y. Master
H. A. Norton, 119 Hudson Ave Secretary
Willis J. Spafford, 2252 Fifth Ave., Troy Collector
H. E. Peach, 44 George St Receiver
H. A. Norton, 119 Hudson Ave Mag. Agent
- 316. OMEGA; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at Siebert's Hall, corner Jefferson and Bristol Sts.
W. H. Walsh, 1903 Broadway Master
John Shafer, D. L. & W. shops Secretary
P. J. Donovan, 780 S. Division St Collector
Robt. O. Williams, 89 Watson St Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent
- 317. MOUNT PENN; Reading, Pa.**
Meets 1st and 3d Sundays, at 9:30 A. M. in Bland's Hall, 9th and Penn Sts.
Daniel H. Deeter, 1009 Elm St Master
Wm. Gordon, 836 Green St Secretary
James Madden, 706 Franklin St Collector
L. Brownback, 417 N. 10th St Receiver
M. W. Pottelger, 647 N. Ninth St Mag. Agent
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**
Meets 1st and 3d Monday evenings at 7:30, in Speck's Block, cor. 2d and Haslewood avenue.
J. F. Willis, Glenwood, 23d Ward Master
R. C. Chamberlain, Glenwood, 23d Ward Secretary
Clayton L. Werts, Glenwood, 23d Ward Collector
F. J. Thower, Euler Alley, 14th Ward Receiver
Wm. Carter, 23d Ward, Lytle St. Magazine Agent
- 319. ORPHANS' HOPE; Dennison, Ohio.**
Meets every Tuesday at 7:30 P. M. in I. O. O. F. Hall.
I. L. Hardesty Master
J. C. Faigt Secretary
John Roach Collector
Harry R. Brown, Jr. Receiver
Harry R. Brown, Jr. Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**
Meets 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M. at Wilde's Hall, corner Seventh and Bradley Sts.
D. Lordan, 839 Burr St., St. Paul Master
J. H. Bailey, 617 Minnehaha St., St. Paul, Secretary
Peter Copeland, 468 Case St., St. Paul Collector
R. A. Hetherington, 506 Beaumont St., St. Paul Receiver
T. F. Friedly, 617 Minnehaha st. Mag. Agent
- 321. SNOW DRIFT; Chapeau, Ont.**
Meets in B. of L. F. Hall, every Monday at 8 P. M.
John D. Dexter Master
James McAdams, C. P. R. R. Secretary
Kenneth McRae Collector
James McAdams, C. P. R. R. Receiver
Herbert D. Gay Magazine Agent
- 322. WISSAHICKON; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month, at 8 E. cor. 10th and Spring Garden Sts.
C. W. Weidner, 708 Kohn St., Norristown, Master
James Haas, 2135 Darien St Secretary
Wm. A. hton, 1210 Oakdale St Collector
Joseph Harrison, 668 Jay St Receiver
John Kiple, 908 Green St. Magazine Agent
- 323. ANTHRACITE; Tamaqua, Pa.**
Meets in Kern's Hall, 2d and 4th Sundays.
Jas. J. Hory Master
Wm. Heckman, Box 367 Secretary
Michael Schmauch Collector
Wm. J. Dintinger, Box 347 Receiver
Jos. Mucklow Magazine Agent
- 324. MOUNTAIN GROVE; Catawissa, Pa.**
Meets 2d and 4th Sundays of each month at 2 P. M. in News Item Hall.
J. W. Fisher, Box 174 Master
Jeremiah Haley Secretary
Jeremiah Haley Collector
J. W. Fisher, Box 174 Receiver
W. Bowman, Milton, Pa. Magazine Agent

- 325. SCHUYLKILL VALLEY; Pottsville, Pa.**
Meets 2d and 4th Sunday evenings of each month.
Jesse M. Elder, 701 Market St. Master
John E. Brosions, 122 So. 3d St. Secretary
W. H. Osman, 122 N. Coal St. Collector
W. H. Sowers, 402 W. Savoy St. Receiver
Nicholas Knibbs, 45 E. Savoy St., Palo Alto, Pottsville Magazine Agent
- 326. FOLWELL; Bradford, Pa.**
Meets 1st and 3d Sunday evenings in in G. A. R. Hall.
G. P. Clough, 6 Allison St. Master
M. W. Maybee, 7 Pike St. Secretary
C. Billington, 28 Hilton St. Collector
G. P. Clough, 6 Allison St. Receiver
P. T. Lane, 13 Boyeston St. Magazine Agent
- 327. SILVER MOUNTAIN, Needles, Cal.**
Meets every Saturday evening in B. of L. F. Hall.
Wm. Field Master
Leonard Leutinger Secretary
Chas. Diffenbaugh Collector
M. H. Smith Receiver
John M. Griffith Magazine Agent
- 328. STONE BALLAST; Plattsmouth, Neb.**
Meets every Sunday at 2 P. M. in K. P. Hall.
A. F. Zinn Master
E. W. Carpenter, Box 837 Secretary
M. B. Roger, Box 1057 Collector
H. F. Zinn Receiver
V. M. Mullis Magazine Agent
- 329. SOLOMON VALLEY; Downs, Kansas.**
Meets 1st and 3d Sundays at 7:30 P. M. in Masonic Hall.
H. E. Wade Master
A. Dillon, L. Box 183 Secretary
John Milheiser, Box 102 Collector
R. J. Dunlap, Box 219 Receiver
R. J. Dunlap, Box 219 Magazine Agent
- 330. RIVER VIEW; Kansas City, Kansas.**
Meets 2d and 4th Sundays at 2:00 P. M. at Melville Hall, Armourdale, Kan.
T. J. Birch, 1490 1/2 Wyoming St., Kansas City, Mo. Master
Frank Vaughn, 909 Kansas Ave., Armourdale Secretary
Rufus C. Campbell, Armourdale Collector
E. D. Root, 919 River View St. Receiver
J. J. Barr, 835 Park Ave. Magazine Agent
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**
Meets in Foresters' Hall, Cor. 81st St. and Vincennes Ave., Auburn, Ill., on 1st and 3d Mondays at 8 P. M.
John H. McCarty, South Englewood Master
J. D. Flood, Box 31, So. Englewood Secretary
J. McCarty, Auburn Junction, Ill. Collector
J. D. Flood, Box 34, So. Englewood Receiver
W. Smith, So. Englewood, Ill. Magazine Agent
- 332. STONE MOUNTAIN; Augusta, Ga.**
Meets every alternate Sunday in hall corner of Broad and Jackson Sts.
B. W. Furber, Ga. R. R. Shops Master
P. J. Buckley, Cen. R. R. shops Secretary
B. W. Furber, Ga. R. R. shops Receiver
E. J. Graham Collector
Jas. S. Downing, Ga. R. R. shops Mag. Agent
- 333. FAIRMOUNT; Philadelphia, Pa.**
Meets alternate Wednesdays at 8 P. M., at Erickson's Hall, 3947 Lancaster St.
P. J. Lawton, 746 N. 36th St. Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 830 N. 40th St. Collector
Harry C. Ewing, 830 N. 40th St. Receiver
H. C. Ewing, 830 N. 40th St. Magazine Agent
- 334. ELLSWORTH; Philadelphia, Pa.**
Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth St.
H. C. Smith, northwest corner Stocker and Washington Ave. Master
Wm. Akin, 1618 Mole St. Secretary
J. J. Jamison, 706 N. 36th St. Collector
H. A. Krause, 1706 Afton St. Receiver
Harry Yocum, 921 S. 18th St. Magazine Agent
- 335. SAINT ADOLPHUS; Hochelaga, Canada.**
Meets at B. of L. F. Hall, 11 Moreau St.
Alfred Fring, 20 Roch Lane, Montreal Master
Jno. Langseth, 107 Marlborough St. Secretary
Patrick McFall, 305 Logan St. Collector
Chas. Simms, 178 Iberville St., Montreal, Receiver
J. Langseth, 107 Marlborough St. Mag. Agent
- 336. FALL RIVER; Needusha, Kansas.**
Meets 2d and 4th Saturdays, in Pierce's Hall.
R. C. McClellan Master
L. N. Baker, Box 178 Secretary
Chas. Koehler Collector
R. C. McClellan Receiver
Mose Weekley Magazine Agent
- 337. BIG FOUR; Kansas City, Mo.**
Meets alternate Tuesdays at 7:30 P. M., at Summerwell's Hall, 21st and Drupp Sts.
Homer Howard, 1210 Reservoir Ave. Master
Chas. T. Largent, 1009 Bellview Ave. Secretary
Chas. T. Largent, 1849 Belleview Ave. Collector
N. F. Clough, 1812 Holly St. Receiver
J. A. Brown, 1827 Holly St. Mag. Agent
- 338. WEST BRANCH; Renovo, Pa.**
Meets alternate Sundays in Spangler's Hall, Cor. 6th St. and Huron Ave., at 1:30 P. M.
Frederick Kerby Master
R. C. McFarland Secretary
W. C. Robinson Collector
G. B. McManigal Receiver
James Campbell Magazine Agent
- 339. WHITE BREAST; Chariton, Iowa.**
Meets at Woodman's Hall.
T. H. Sanford, Box 620 Master
A. M. Williby, L. Box 781 Secretary
Jas. C. Beck, Box 849 Collector
A. M. Williby, L. Box 781 Receiver
Albert Brown Magazine Agent
- 340. STAR OF THE WEST; Newton, Kan.**
Meets in Odd Fellows' Hall alternate Thursdays, at 7:30 P. M.
Wm. Gilpin, 403 West 5th St. Master
D. W. Moody, 412 West 4th St. Secretary
Chas. S. Druce, L. Box 149 Collector
John M. Kelly, South Main St. Receiver
W. S. Dix, 300 W. 1st St. Magazine Agent
- 341. GOLD RANGE; Donald, B. C.**
Meets in Firemen's Hall every Wednesday.
Arthur Randall Master
A. E. Hilt Secretary
Geo. B. Govett, Box 49 Collector
Thos. B. Clench Receiver
John Simons, Revelstock, B. C. Magazine Agent
- 342. CASCADE; Medicine Hat, North West. Terr.**
Meets in Masonic Hall, 2d Wednesday and 4th Thursday.
Burley Wallis, Box 66 Master
James Hawthorne, Box 66 Secretary
William Rutherford, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Leonard Dobbin, Box 66 Magazine Agent
- 343. WHITSETTE; North Danville, Va.**
Meets every Sunday at 2 P. M., in Union Hall.
H. P. Andrews Master
C. B. Coltrane Secretary
Chas. R. Kliney Collector
Wm. A. Kizziah, Box 21 Receiver
H. P. Andrews Magazine Agent
- 344. BRADSHAW; Columbia, S. C.**
Meets in K. of P. Hall every Sunday at 10:30 A. M.
D. C. Dickert, Box 68 Master
R. D. Morton, Box 68 Secretary
E. J. McMeekin, Box 68 Collector
G. P. Lawrence, Box 68 Receiver
Oscar Land, Box 68 Magazine Agent
- 345. FRONT END; Paris, Texas.**
Meets every Saturday at 8:00 P. M.
W. H. Dickinson, Box 24 Master
J. E. Gerard, Box 24 Secretary
J. E. Gerard, Box 24 Collector
James Lyons, Box 24 Receiver
J. N. Ballew Magazine Agent

- 246. FLOWERY LAND; Pensacola, Fla.**
Meets in Odd Fellows' Hall 1st and 3d Mondays.
F. T. Martin, 107 East Wright St. Master
Jas. E. Buckley, 107 E. Wright St. Secretary
J. W. Chisholm, L. & N. Shops. Collector
Jas. I. Sizer, 416 E. Wright St. Receiver
J. W. Chisholm, 617 E. Wright St. Mag. Agent
- 247. OLD FORT; Dodge City, Kansas.**
Meets in I. O. O. F. Hall, 1st, and 3d Thursdays at 7 P. M.
Wm. C. Fadel, Box 314 Master
John Husser, L. Box 535 Secretary
Agustus Falkner Collector
B. S. Williams, L. Box 21 Receiver
C. H. Vorla Mag. Agent
- 248. BLUE MOUNTAIN; LaGrande, Oregon.**
Meets in I. O. O. F. Hall 1st and 3d Wednesdays at 7 P. M.
F. G. Schilke, L. Box 37 Master
Chas. Norby Secretary
J. W. Dillinger Collector
John Walker Receiver
F. E. Herr, L. Box 37 Magazine Agent
- 249. HUDSON RIVER; Union Hill, N. J.**
Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
H. E. Hamblen, New Durham Master
L. T. Burns, New Durham, N. J. Secretary
L. T. Burns, New Durham, N. J. Collector
Harry Poynton, New Durham, N. J. Receiver
Joe Lewis, New Durham, N. J. Mag. Agent
- 250. JAMES DONNELLY; Perth Amboy, N. J.**
Meets in K. of P. Hall 2d and 4th Sundays.
Joseph B. Hoffman Master
James E. Van Horn Secretary
Christopher Greenwall Collector
Theodore E. Meris Receiver
Levi M. Landis Magazine Agent
- 251. HOME; White Haven, Pa.**
Meets in Runkey's Hall at 2 P. M., 2d and 4th Sundays.
Jas. N. Deterline Master
Edward McAlley Secretary
Amos Flowers Collector
Wm. Wall Receiver
Jas. N. Deterline Magazine Agent
- 252. CHAMPLAIN; St. Albans, Vt.**
Meets in Engineer's Hall 1st and 3d Sundays at 1:45 P. M., and 4th Monday at 7:30 P. M.
Chas. E. Preston, Box 148 Master
Geo. E. Prentiss Secretary
G. W. Allen Collector
C. P. Kelley, Box 336 Receiver
Geo. Herbert, Box 444 Magazine Agent
- 253. MARBLE CITY; Rutland, Vt.**
Meets 1st and 3d Sundays in E. A. U. Hall.
John Grady, No. 8 Pine St. Master
C. F. Whitehouse, 77 River St. Secretary
C. F. Underhill, No. 8 Pine St. Collector
L. S. Johnson, No. 3 Evelyn St. Receiver
Wm. H. Murry, 17 Franklin St. Magazine Agent
- 254. HOBOKEN; Hoboken, N. J.**
Meets in Burnett's Hall 2d Sundays and 4th Saturdays.
John Hutton, Trov. St. and Summit ave., Jersey City, N. J. Master
John Gademan, 7 Nelson ave., Jersey City, N. J. Secretary
Patrick Ash, South Orange, N. J. Collector
Emmons C. Williams, Morristown, N. J., Receiver
John Gademan, 7 Nelson ave., Jersey City, N. J. Magazine Agent
- 255. STONE CITY; Joliet, Ill.**
Meets in Switchman's Hall 1st Tuesdays at 7:30 P. M., and 3d Sundays at 2:30 P. M.
W. W. Brooker, 134 S. Hickory St. Master
Chris. Nolan, 123 Grover St. Secretary
Harrison McPeck, C. S., F. & C. R. R. Collector
T. F. Hannan, 411 S. Deplanes St. Receiver
Chas. O. Bond, care Joliet Mfg Co. Mag. Agent
- 256. CHAUNCEY M. DEFEW; Albany, New York.**
Meets 1st and 3d Tuesdays.
P. S. Dormady, 24 Trinity Place Master
R. J. Lilly, 57 First street Secretary
R. J. Lilly, 57 First street Collector
Scranton E. Sweet Receiver
O. Degroff, 160 Clinton Ave. Magazine Agent
- 257. JUSTICE; Vanceboro, Maine.**
Meets in A. O. U. W. Hall at Vanceboro and Main Streets, 2d and 4th Saturdays.
J. E. Shea Master
Whitfield Nobles Secretary
C. J. Tabor, Woodstock, N. B. Collector
W. E. Dresner Receiver
E. L. Hagerman, Woodstock, N. B. Mag. Agent
- 258. COOKE; West St. Paul, Minn.**
Meets in I. O. O. F. hall, Cor. Fairfield and Dakota Ave., 2d and 4th Sundays, at 2:00 P. M.
F. J. Swanson, C. St. P. & K. C. Master
Round House, Chicago, Ill. Secretary
S. W. Thorp, 94 Fairfield Ave. Collector
W. F. Smith Receiver
A. G. Ritenour Receiver
W. H. Brownson, 280 E. Congress St. Mag. Agent
- 259. BIG FLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
T. M. Brown, E. Lincoln Ave. Master
H. E. Hansen, 720 East Lincoln Ave. Secretary
Chas. Weddle, Box 145, Chanute, Kan. Collector
E. R. Dickson, Box 385 Receiver
H. E. Hansen, 720 East Lincoln Ave. Mag. Agent
- 260. COLD SPRING; Springfield, Ohio.**
Meets in Lent's Hall, second and last Sundays.
Joe A. Taylor, Room 46, Henry Block, Main St. Master
A. W. Binns, E. High St. Secretary
Elmer E. Leonard, Forest House, E. High St. Collector
A. W. Binns, E. High St. Receiver
S. Roadamer, Forest House, E. High st. Mag. Agent
- 261. TRIED AND TRUE; Vincennes, Ind.**
Meets in K. of H. Hall 1st and 3d Sunday at 2 P. M.
Wm. H. Cunningham, O. & M. shops Master
M. J. Cunningham, O. & M. shops Secretary
Chas. Shermanhorn, O. & M. shops Collector
John H. Kernan, O. & M. shops Receiver
Grant Hill, O. & M. Shops Magazine Agent
- 262. CATABACT; Niagara Falls, Ontario.**
John Rogers Master
T. Swallow, Suspension Bridge, N. Y. Secretary
J. W. Frances Collector
H. Dickout, Montrose, Ont. Receiver
J. W. Frances Magazine Agent
- 263. METROPOLITAN; New York, N. Y.**
Meets at 480 Eighth Ave., 1st and 4th Sunday afternoons.
J. M. Kelly, 204 E. 112 St. Master
Nat. Sawyer, 205 W. 81st St., 2d Flat Secretary
A. W. Eggleston, White Plains, N. Y. Collector
M. J. Lynch, Box 357, White Plains, N. Y. Receiver
M. J. Lynch, Box 357, White Plains, N. Y. Magazine Agent
- 264. SINGELLY; Philadelphia, Pa.**
W. G. Staats, 6211 Woodland ave. Master
G. W. Gregg, Jr., B. & O. Round House, A. J. Lawton, 1238 Welsh st., Chester, Pa. Secretary
O. Lockhart, B. & O. Rnd House, 58th st. Collector
W. G. Staats, 6211 Woodland ave. Receiver
W. G. Staats, 6211 Woodland ave. Mag. Agent
- 265. VIOLET; Bellows Falls, Vt.**
Meets 1st and 3d Saturday eve., in G. A. R. Hall.
G. C. Farnsworth, Charleston, N. H. Master
A. E. Wells, Box 568 Secretary
F. L. Darling, Windsor, Vt. Collector
A. G. Firman, Windsor, Vt. Receiver
F. E. Keach, 6 High St., Brattleboro, Vt. Magazine Agent
- 266. HAGERSTOWN; Hagerstown, Md.**
Meets in Red Men's hall, Cor. W and P streets, 2d and 4th Sundays.
S. R. Hacker, 537 W. Washington st. Master
S. J. Morrow, Shepardtown, W. Va. Secretary
S. F. Johnson, 342 W. Washington St. Collector
D. A. Wallace, 20 Salem ave. Receiver
C. L. Mulleniz, 47 Foundry St. Mag. Agent
- 267. MORGAN CRANE; Somerset, Ky.**
Meets 1st and 15th of each month, in Engineer's and Firemen's Hall.
George L. Peffer Master
John Dikeman Secretary
Marlin B. Conniff Collector
James J. McCade Receiver
M. J. McCabe Magazine Agent

- 368. DEEP WATER; Springfield, Mo.**
Meets at K. of P. Hall 1st and 3d Mondays.
B. S. Chinn, 802 W. Elm St. Master
E. Austin, 808 N. Main St. Secretary
Chas. Hall, 857 N. Cammel St. Collector
C. W. Henry, College st, Denton block,
Rooms 9 and 10 Receiver
Charles Hall, 967 Camel St. Magazine Agent
- 369. WALNUT VALLEY; Eldorado, Kan.**
Meets in K. of P. Hall 2d and 4th Sundays.
R. H. Kitzelman Master
E. S. Mead, Box 422 Secretary
M. Fitzgerald, Box 185 Collector
A. Hodson Receiver
D. W. Hall Magazine Agent
- 370. NEOSHO VALLEY; Council Grove, Kan.**
Meets 1st and 3d Wednesday evenings in A. O. U. W. Hall.
Chas. Torrence Master
Clarence G. Stone Secretary
Chas. M. Leeman Collector
Chas. Torrence Receiver
J. S. Lowe Magazine Agent
- 371. COVENANT; Nevada, Mo.**
Meets 1st and 3d Fridays at 7:30 P. M.
G. B. Meek, Box 256 Master
J. T. Gray, Box 256 Secretary
Robt. McClain, Box 256 Collector
John Dandy, Box 256 Receiver
James T. Gray, Box 256 Mag. Agent
- 372. SIGNAL MOUNT; Big Springs, Texas.**
Meets in Engineer's Hall 1st Wednesday afternoon and 3d Wednesday evening.
G. H. Smith Master
R. J. Bible Secretary
Dennis Ryan Collector
Edward Lyons Receiver
Dennis Ryan, Box 33 Magazine Agent
- 373. J. T. HARRAHAN; Birmingham, Ala.**
Meets in Reen Hall, Allen building, Morris Ave. every Sunday at 9 A. M.
W. F. Young, 1731 Avenue A. Master
P. A. Webb, Box 30 Secretary
W. F. Young, 1731 Avenue A. Receiver
P. A. Webb, Box 30 Collector
S. L. Hordman Magazine Agent
- 374. McALLISTER; Herrington, Kan.**
Meets in K. P. Hall, 1st and 3d Thursdays at 7:30, and 2d and 4th Thursdays at 2 P. M.
L. Gay Master
H. B. Smith Secretary
W. W. Campbell Collector
H. Magae Receiver
- 375. FRIENDSHIP; Dayton, Ohio.**
Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
N. W. Rose, 21 Label's St. Master
John R. Glynn, 26 Costellow St. Secretary
John Stevens, 54 Bell St. Collector
John F. Hoban, 635 E. Second St. Receiver
John Ryan, 120 Crane St. Magazine Agent
- 376. J. H. KIRK; Horton, Kan.**
Meets 1st and 3d Saturdays at 7:30 P. M.
C. C. Sutherland, L. Box 39 Master
Wm. Ashworth, L. Box 39 Secretary
Wm. Ashworth, L. Box 39 Collector
Thomas Sheahan, L. Box 39 Receiver
James E. George, L. Box 43 Magazine Agent
- 377. NICKEL PLATE; Conneaut, Ohio.**
Meets 1st and 3d Wednesdays in A. O. U. W., Hall, over City Bank.
W. H. Johnston, L. Box N Master
G. M. Brown, L. Box N Secretary
S. Mehaffey Collector
C. A. Wilcox, Box 301 Receiver
H. E. Fox Mag. Agent
- 378. HOLBROOK; Chartiers, Pa.**
Meets every Sunday in Christian Hall, McKees Rocks, Pa.
Geo. James, 406 Henry St., McKees-
port, Pa. Master
D. W. Scott, McKees Rocks P. O., Pa. Secretary
John Alnor, Point Bridge tole house,
S. S. Pittsburgh, Pa. Collector
Henry Dixon, McKees Rocks, P. O. Pa. Receiver
Elmer E. Lewis, 175 Third avenue, Pitts-
burg, Pa. Magazine Agent
- 379. WEAVER; Sayre, Pa.**
John Durkin, Box 437 Master
John J. Bruner, Box 35 Secretary
Chas. L. Burroughs, Box 396 Collector
Wm. E. Preston Receiver
Archib C. Burr, Box 213 Magazine Agent
- 380. McKELVEY; Baltimore, Md.**
Meets 1st and 3d Sundays in Mechanics Hall, 4th Avenue and Charles St.
Chas. Priesteryahn, 1160 Bowen st Master
C. E. Walsh, 207 N. Poppleton St. Secretary
C. W. Gardner, 1,318 William St. Collector
C. E. Walsh, 207 N. Poppleton St. Receiver
M. B. Donaldson, 1,518 Light St. Mag. Agent
- 381. J. W. WALKER; Conemaugh, Pa.**
Meets every Sunday 1:30 P. M. in B. of L. F. Hall.
J. W. Walker Master
J. L. Williams Secretary
Harr. M. McFeaters Collector
J. C. Hess Receiver
E. E. Pringle Magazine Agent
- 382. BETHESDA; Waukesha, Wis.**
Meets 1st and 3d Sundays at 2 P. M., in Engi-
neer's Hall.
R. A. Hanks Master
Joseph F. Frenor, Box 900 Secretary
John M. Dowd Collector
M. J. Crowley Receiver
Jno. E. Moore Magazine Agent
- 383. PETROLEUM; Oil City, Pa.**
Meets at C. M. B. Hall on 1st Sunday at 3 P. M., and 3d Monday.
Thomas Martin Master
Jno. H. Quirk, Box 330 Secretary
Allison W. Jude Collector
John Davis, Box 763 Mag. Agent
- 384. R. H. WILBUR; Lehigh, Pa.**
Meets 2d and 4th Sundays in Reaber's Hall, First and Bank Sts.
Alfred Dreisbach, Weissport, Pa. Master
Alvin A. Miller, Weissport, Pa. Secretary
John W. Beaver, Weissport, Pa. Collector
Alvin Rex, Weissport, Carbon Co., Pa. Receiver
Jno. J. Walters, Lehigh, Pa. Magazine Agent
- 385. MOUNTAIN DIVISION; Keyser, W. Va.**
Meets 2d and 4th Mondays at 10 A. M. in I. O. O. F. Hall.
M. S. Tucker Master
John D. Heron Secretary
John W. Jankey Collector
Henry Montgomery Receiver
Frank B. Simmons Magazine Agent
- 387. RED ROCK; Schrieber, Ontario.**
Meets 1st and 3d Sundays in B. of L. F. Hall.
John Gardiner, C. P. R. Master
W. H. Wadland, Box 104 Secretary
Philip P. McAllen, Box 111 Collector
Alfred Bible, Box 53 Receiver
M. E. Hartey, Box 21 Mag. Agent
- 389. PHIL. H. SHERIDAN; Milwaukee, Wis.**
Meets in Firemen's Hall, 170 Reid St., 1st and 3d Sundays.
Thomas Tanner, 334 Barclay St. Master
John D. Singles, 207 Wisconsin St. Secretary
Elmer Knapp, 286 Jefferson St. Collector
Joseph Ennis, 876 Marshall St. Receiver
Wm. Schaller, 316 Mineal St. Magazine Agent
- 389. LIVINGSTONE; Chillicothe, Mo.**
Meets 2d and 4th Sundays at 2 P. M. in I. O. O. F. Hall.
Edward E. Stockon Master
E. A. Dix Secretary
Geo. Zugschwerdt Collector
Wm. Wood Receiver
Mike Cunningham Magazine Agent

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MOTIVE FIREMEN, INQUIRE OF YOUR
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The Following Circular Speaks for Itself. TO WATCH DEALERS.

OFFICE OF
ROBBINS & APPLETON
104 State Street. CHICAGO.

Our attention having been called to the numerous complaints of watches becoming unreliable as time-keepers through *Magnetic* and *Electric* influences, and as the causes thereof increase with the introduction of *Electric Plants* and *Appliances*, some means of protection is necessary.

It has been demonstrated by experimental and practical tests that the

ANTI-MAGNETIC SHIELD

will protect a watch from the detrimental effects of *Magnetism*, and also has the effect of steadying its rate, thereby enabling all watches to produce a better average of time; we therefore recommend the *ANTI-MAGNETIC SHIELD* to all Dealers in *Waltham Watches*.

Some of the most imminent dangers which are destructive to the time-keeping qualities of a watch, and therefore should be provided against, in order to obtain the best results, are *Electric Railways*, *Dynamos*, *Electric Light Plants*, *Electric Motors*, *Magnetic Bells*, *The Application of Electricity in Medical Treatment*, *Electric Brakes on Railways*, *Locomotive Electric Headlights*, *Electric Lighting of Cars*, and other disturbing conditions, which are constantly arising when least expected.

MEN IN RAILROAD EMPLOY, where the most accurate time is required, and where the disturbing influences mentioned above are most seriously felt and aggravated by the peculiar condition of *Railway Service*, should exercise wisdom, and have their watches protected by the *Anti-Magnetic Shield*.

Yours Respectfully,

By ROBBINS & APPLETON, General Agents.

AMERICAN WALTHAM WATCH CO.

Anti-Magnetic Shield Cases for sale by all Dealers.

Messrs. Giles, Bro. & Co.

CLEVELAND, OHIO, July 22, 1887.

GENTLEMEN:—I am acquainted with the merits of the *GILES ANTI-MAGNETIC SHIELD* for watches, and believe it is a very valuable invention for protection of pocket time-pieces, and very desirable for railway service,

Yours Truly,
(Signed,)

P. M. ARTHUR, G. C. E.
T. S. INGRAHAM, F. G. E.
H. C. HAYS, F. G. A. E.

A FEW DESIGNS OF
J. S. TOWNSEND'S - COPYRIGHTED - RAILROAD - EMBLEMS.

CHARMS.



No. 010. B. L. E.
Engraved, \$11.00.
Set with 5 Garnets, \$12.00.



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Engraved, \$11.00.
Engraved, with 3 Garnets, \$12.00.



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Engraved, \$11.00.
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No. 037. B. L. F.
Enameled, \$8.00.
Enameled set with 5 diamonds, \$14.00.



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Chased, \$6.00.



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Enameled, \$7.00.
Enameled, with 5 Ruby Garnets, \$11.00



No. 035. B. L. E.
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No. 025.
B. L. F. \$2.00.



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No. 022. Very Heavy,
Letters Black Enam-
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made with any initials,

EAR-RINGS.



No. 048, \$6.00 per pair.

Catalogue containing full description of all these goods and several thousand illustrations of handsomest designs in Watches, Jewelry, etc., furnished on application. We are headquarters for emblems of all kinds and original designers of the majority of railway badges manufactured in this country. Send for particulars of our new "CO-OPERATIVE WATCH CLUB" system.

We guarantee our goods and assure our customers of lowest wholesale prices at all times. As to our responsibility, etc., can refer to Messrs. F. P. Sargent, E. V. Debs, J. J. Hannahan and First National Bank of Chicago.

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GRAND CHIEF BROTHERHOOD OF LOCOMOTIVE FIREMEN CIGARS!**THE BEST 5 CENT CIGAR EVER MADE,**

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Grand Chief Brotherhood of Locomotive Engineers Cigars.**THE FINEST 10 CENT CIGARS ON THE MARKET****(TRADE MARK REGISTERED).****LIST OF WHOLESALE AGENTS.**

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TO THE BROTHERHOODS OF LOCOMOTIVE FIREMEN AND ENGINEERS:

The sum of Five Hundred (\$500.00) Dollars has been paid by us into the Treasury of the Grand Lodge of the Brotherhood of Locomotive Firemen, as royalty upon the sale of **GRAND CHIEF CIGARS**, of which due acknowledgment has been made by the Grand Lodge, and in consideration of which our cigars have been endorsed and are now recommended to all members of the Order who desire to smoke a first-class cigar and at the same time contribute to the general fund of the Grand Lodge. Members of the Order should bear in mind that the Brotherhood receives a royalty upon the sale of all Grand Chief Cigars, and hence the larger the sales the greater the royalty. Every member is, therefore, invited to interest himself in the sale of the above brand of cigars and thereby contribute to the financial standing of the Grand Lodge and the Brotherhood at large.

These two brands of Cigars have been presented and tested by both Brotherhoods, at their respective conventions at New York and Minneapolis, and have received their Endorsement and Approval on both occasions, and are Guaranteed by the manufacturers to be the best Cigars on the market. The manufacturers also guarantee to keep these two Brands up to their present Standard quality at all time to come, and by so doing, hope to receive the liberal patronage of the two Brotherhoods they are named after, and also their recommendations to their many friends who are in want of a **GOOD CIGAR**.

No Cigars are genuine unless each box has the photograph of P. M. Arthur or F. W. Arnold on the inside label and on the outside end of each box. Retail dealers should order from their nearest Wholesale Agent and if they refuse to get the cigars for them we will ship direct to the Retailer.

BRAVO & KEYES, Manufacturers,
BINGHAMPTON, N.

ALEXANDER'S READY REFERENCE

FOR

Locomotive Engineers and Firemen.

NEW EDITION JUST OUT.

Two pages of new items have been added to this edition treating on extended smoke boxes, cylinder lubricators, broken cylinder-heads and set-screws, defects in pumps, injectors and air pumps, and other new items of information valuable to any person having anything to do with locomotives. Every item in the book can be easily understood by any person who can read, and is capable of understanding anything about a locomotive. It contains a very handy time and speed table showing the time required for running any speed from ten to sixty-five miles an hour and from one-tenth of a mile up to thirty miles. Some of the new items have never before appeared in print. Three large diagrams of engines; one complete diagram of Westinghouse Automatic and Air Brakes with full description of them, also manner of handling, and a large and complete diagram and full description of valve motion accompanies each book. A careful study and thorough understanding of the principal items of this book will fit any good Fireman for promotion. Old runners say there is nothing in print as suitable for Locomotive Engineers and Firemen or Round House Men working on repairs of engines. It is the result of forty years actual experience and study.

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All kinds of B. L. F. and B. L. E. Cards

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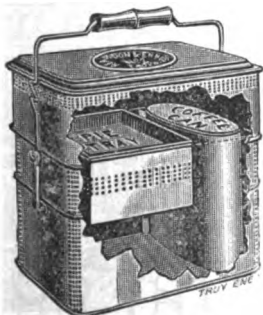
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Sample cards of any Society mailed on receipt of six cents in stamps.

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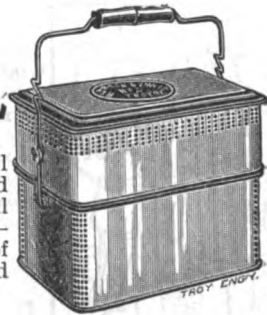
75 PERRY ST., ALBANY, N. Y.

C. M. Depew Lodge, No. 356, B. of L. F.



Railroad Square Patent
VENTILATED
DINNER PAIL

This cut shows our Ventilated Pail with its telescopic top, lock handle and large coffee flask. As this Pail will keep cooked food fresh a long time—is of large capacity and well made of good tin, every railroad man will find it the best Pail made for his use.



For Sale Everywhere, or Apply to

REARDON & ENNIS,

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The James Means Shoes are exceedingly popular among railroad men. You may often hear them talking to each other about them, and boasting of how long they can make them last.

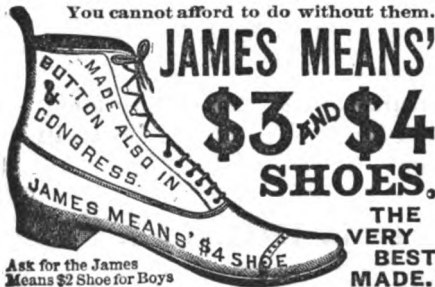
Ask your retailer for the
JAMES MEANS
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JAMES MEANS
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—According to Your Needs.—

CAUTION.—Positively none genuine unless our name and price appear plainly on the soles. Some dealers, in order to make larger profit, will recommend the inferior goods with which the market is flooded. **JAMES MEANS' \$4 SHOE** is light and stylish. It fits like a stocking and **REQUIRES NO "BREAKING IN,"** being perfectly easy the first time it is worn.

It will satisfy the most fastidious as it is in every vital respect equal to the hand-sewed shoes

which have hitherto been retailed at \$7 and \$8



Ask for the James Means \$2 Shoe for Boys

A PAIR OF SHOES COSTING TEN DOLLARS is a good thing, but a pair of James Means' \$4 Shoes and six extra dollars in your pocket are better. These Shoes are sold by wide-awake retailers in all parts of the country.



The Doctor and the Letter-carrier are not talking about a case of serious illness. They have simply suspended work to discuss the merits of their shoes. The Letter-carrier says the James Means \$3 Shoe is the best in the world. The Doctor denies it, and says that the James Means \$4 Shoe is better. Considering the needs of each, they are both right.



We have a large trade with the soldiers of the United States Regular Army. They certainly would not buy the James Means Shoes as largely as they do if they had not found them unsurpassed in merit.

JAMES MEANS' \$3 SHOE

Is the original \$3 Shoe, and is absolutely the only shoe of its price which has ever been placed extensively on the market in which durability is considered before mere outward appearance. These shoes are sold by the best retailers throughout the United States, and we will place them easily within your reach in any state or territory if you will send us a postal card, mentioning this magazine.



The Letter-carrier and the Policeman find the James Means Shoes just what they need. Their opinions are valuable, for they put their shoes to a most severe test.

James Means & Co

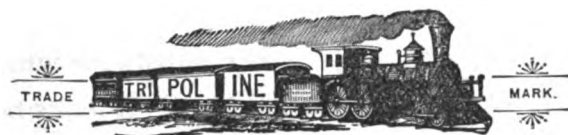
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This Pedestrian is all ready for another tramp over the mountains. With a new pair of sole taps a cobbler can usually make an old pair of James Means \$3 Shoes just as good as new.

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TRIPOLINE!

The Best and Cheapest **METAL POLISH** in the world for railroad, marine, stationary or fire engine work, (hot or cold) large signs, railings and other solid metals. Highly endorsed and in use by the U. S. Ordnance and Navy Departments, the leading stationary engineers, Fire Departments, Water Works and Electric Light Co's., also adopted by over thirty of the leading Railroad Companies.

Three Splendid Watches Given Away.

SPECIAL ANNOUNCEMENT TO R. R. FIREMEN.

The **MATCHLESS METAL POLISH CO.** announce to the firemen who are acting as, or desirous of acting as agents for the sale of **BAKER'S TRIPOLINE**, that the sales have been so satisfactory the past year on the merits of the Polish, that, in order to inspire renewed and increased effort to more extensively introduce and increase the sales of this "Best of all Metal Polishes," they will give to the three firemen who sell the greatest number of pound boxes, from July 1st to January 1st, next, Three Splendid Railroad Watches, purchased from one of the oldest and most reliable jewelry firms in Chicago, (Waltham or Elgin make) under their twenty year guarantee as A 1 timers, and especially adapted to the use of railroad firemen.

A correct account of sales of each fireman acting as agent will be kept, and award made and announced in next January number of the Magazine. Should the successful three or either of them desire Polish in lieu of the Watch, we will give for

1st PRIZE, 150 1-lb boxes Tripoline.

2nd " 100 " " "

3rd " 60 " " "

We will also make the price from July 1st, \$2.40 instead of \$2.50 per dozen, which retail here at 40 cents each. On orders of 6 dozen and over to be sent by freight, will allow \$1.00 discount, and on orders of 12 dozen and over a discount of \$2.00, which will, in most cases, more than cover freight.

Cash must always accompany orders, to avoid delays and mistakes.

Address,

The MATCHLESS METAL POLISH CO.,

88 Market Street, Chicago, Ill.

N. B. We cannot accept but one Agent in same locality.

There is no Watch Case manufactured which so completely meets the wants of practical men as the **JAS. BOSS FILLED GOLD CASE.**

We are all aware that gold is the substance which makes in all respects the most desirable Watch Case: It looks better, wears longer, does not stain, keeps cleaner and in every way gives better satisfaction for this purpose than any material known. There is only one objection to its use which can be urged, and that is cost.

A solid gold case to do effective duty should be 14 K. fine, and for an 18 size movement weigh from fifty to seventy pennyweights, according as it is open faced or hunting.

A James Boss Case in every way as elegant and serviceable can be bought for one-third the money such a solid gold case costs.

We make also cheaper filled cases, known as Keystone Filled, warranted for fifteen years, and the Star Filled, warranted for ten years. In fact we make all desirable grades of Watch Cases, including Solid Gold, Solid Silver and Silveroid.

But candidly we consider the **JAS. BOSS CASE** the most economical and desirable Watch Case in the world's market to-day.

KEYSTONE WATCH CASE COMPANY,

19th and Brown Sts., PHILADELPHIA.

NEW YORK.

CHICAGO,

CAUTION.—This Company manufactures CASES ONLY, and has NO CONNECTION WHATEVER with any other concern of similar name.

To be sure you get OUR CASE, see that it contains this trade mark.



LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XII.

NOVEMBER 1888.

No. 11

SILVER AND GOLD.

FAREWELL my little sweetheart,
Now fare you well and free ;
I claim from you no promise,
You claim no vows from me.
The reason why ?—the reason
Right well we can uphold—
I have too much of silver,
And you've too much of gold !

A puzzle, this, to worldlings,
Whose love of lucre flies,
Who think that gold to silver
Should count as mutual prize !
But I'm not avaricious,
And you're not sordid souled ,
I have too much of silver
And you've too much of gold.

Upon our heads the reason
Too plainly can be seen ;
I'm the Winter's bond slave,
You are the Summer's queen ;
Too few the years you number,
Too many I have told ;
I have too much of silver,
And you've too much of gold.

You have the rose for token,
I have dry leaf and rime ;
I have the sobbing vesper,
You, morning bells at chime.
I would that I were younger,
(And you grew never old)—
Would I had less of silver,
But you no less of gold !

—*Edith M. Thomas, in Scribner's Magazine for September.*

Locomotive Firemen's Magazine

A MONTHLY MAGAZINE devoted to the interests
of LOCOMOTIVE ENGINEEREN.

TERMS—ONE DOLLAR PER YEAR, IN ADVANCE.

EUGENE V. DEBS, *Editor and Manager*

NOVEMBER, 1888.

THE ATLANTA CONVENTION.

Home again and with the harness on, we engage in the pleasant task of reviewing the First Biennial Convention of our Brotherhood, at Atlanta, Georgia. We confess to no little embarrassment in getting the train of our recollections on the right track. How to begin a story, every incident of which "is a thing of beauty and a joy forever" is not a little perplexing and the subject in this instance demands thoughts that breathe and words that burn. The Brotherhood of Locomotive Firemen has held its Conventions in many of the great cities of the continent and has been welcomed with open arms. Governors, Mayors, Judges, Lawyers, Merchants, Legislators, Editors and Clergymen have vied with each other to make the officers and representatives of the Brotherhood realize that they were at home and among friends. We do not forget these things, they are embalmed in our memory, cherished souvenirs, always to be held sacred, but the welcome the Brotherhood received at Atlanta was such an outburst of spontaneous fellowship and good will, such a generous recognition, such boundless hospitality, that it stands crowned in imperial grandeur above any reception ever accorded any previous Convention of the Brotherhood.

What can be said of the address of Governor Gordon, of the great empire State of Georgia? To comment upon it is to dwarf its stateliness, to blur its splendor. Rich, ripe and rare, it was a succession of electric flashes, every one of which struck, touched the hearts of the delegates, electrified them, thrilled them, and they could no more

withhold their boisterous testimonials of applause, than the ocean could refrain singing when the storm god comes down and touches its organ keys, and the boys tossed high their hats as the billows toss their white caps when marching to the shore. Governor Gordon, standing at the Gate City, called the Firemen "Brothers," and flung wide open the gate of the great State over whose destinies he presides, and bid them enter, deliberate, fraternize, build, and go on their way rejoicing.

We sometimes talk of sounding key notes. At Atlanta there was a continuous succession of key-notes. First the Mayor who presided at the great public meeting in the opera house. He bade us welcome. Then came the key-note of the Governor, or rather, a succession of key notes; then Hon. Hoke Smith touched the keys and thrilled the audience as only a master could do. Then came, Grand Chief P. M. Arthur, to say great and generous words and receive an ovation; the occasion to be finally embellished by the address of Bro. Sargent, Grand Master of the Brotherhood, who officially and felicitously acknowledged the splendid reception, a reception which for opulence of friendship and hospitality may be equalled, but which can never be excelled.

But our task is not done. For ten days, even beginning before the delegates arrived, the Atlanta Press sought in numerous ways, in fact, in every possible way, to make the officers and delegates of the Convention realize that it was their friend and well wisher, and as the press only can do, brought public sentiment into active harmony with the purposes of the Brotherhood. Nor was this all, the Divisions of the Brotherhood of Locomotive Engineers exhibited from the first an active sympathy for the pleasure and welfare of the visiting firemen, which told more eloquently than words of the fraternal ties that bind them together. Still more, the church threw open its doors and one of the most eloquent and distinguished of Atlanta's divines preach-

ed a sermon to the delegates in which he sought, and not without effect, to impress upon the minds of all the exceeding great rewards that are in store for those who act well their part, when life's fitful fever is over. Nor do we forget the kind solicitude of the Young Men's Christian Association for the happiness of the delegates while they sojourned in the Gate City. Not content with the ordinary courtesies for which the Association is everywhere distinguished in its treatment of strangers, it went to the trouble of giving the delegates a public reception, than which, those who were so fortunate as to be present, will remember no incident with greater satisfaction.

Included in the round of festivities, we do not forget the grand ball given at Concordia Hall, where fair women and gallant men moved in the mazy dance to the witching strains of music, where beauty shone resplendent, and social felicities ruled the hour. And then again, the excursion to Kennesaw Mountain was one continuous enjoyment—for which the excursionists send boundless thanks to the engineers, whose generous kindness made the pleasures they enjoyed possible.

It goes without the saying, that the Convention is indebted, more than words can express, to the brethren of Kennesaw Lodge, No. 247, for the order which distinguished every step of the public demonstrations. Nothing had been overlooked—nothing was omitted. The Convention had been in the minds of the Atlanta boys, and when the delegates arrived, there was no confusion—method was in the ascendancy, and thus it continued until the Convention closed its labors and the delegates said good-bye.

We do not overlook, nor did the Convention, the ceaseless courtesies of railroad officials. They responded to every requirement as they have ever done, and the Convention, by resolutions, as appears elsewhere in the *Magazine*, was not unmindful of the favors granted nor unappreciative of kindnesses shown.

We could write pages in high commendation of the generous treatment received at Atlanta. The city is beautiful, enterprising and growing. Its people are large-hearted, and if any man, north, east or west, contemplates going south to grow up with the country, Atlanta is a good place to go to, either to remain or to make observations. The conventions of the Order will be held in a number of other cities before Atlanta is reached again, but in future we shall measure receptions by the Georgia standard, and the cities that match Atlanta will have reached an elevation of which they will be justly proud.

The *Golden Chain* remarks that "in most of the benevolent Orders there are some bodies which are dwarfed, inanimate, stuck in the mire and standing still. They do not, will not grow. Officers who are regular and faithful become discouraged because so many are willfully absent. A feeble Lodge is drawing out a waning life. Why? Because there are so many men who will not share light burdens, or who are satisfied when their own interests are cared for." That is a statement which will be widely recognized as true to the letter. If there are exceptions they are few and far between. What is the remedy for an evil so universal? Let us have it, but don't all speak at once.

REPORT has it that the Pennsylvania railroad will in future grant passes to only "influential employes," the un-influential will have to pay if they ride on the great Pennsylvania. The question arises, what constitutes an influential employé? It will occur, we think, to not a few, that "influential" is not the right word. We venture, if the facts could be ascertained, that the "influential employes" who are granted passes are the abject, fawning sycophants of the bosses of the road, and the "uninfluential employes" are the manly independent men who are not afraid to keep their hats on in the presence of the magnates.

THE ARISTOCRACY OF LABOR.

The term aristocracy signifies a condition of things totally anti-American in government—and therefore in government affairs is unknown in this country. We have no titles of nobility—and officials are simply the *servants* of the people, the people make them and unmake them at will. Notwithstanding this, it so happens with a large number of officials that the moment they are inaugurated,

"They play such fantastic tricks"

as to make not only angels, but all sensible people weep. Nevertheless it is true, that any one, at all observant, cannot fail to note on all sides a tendency to exclusiveness which is the bane of our social structure—and an essential ingredient of aristocracy.

We have in this country a variety of aristocracies (?) each one of which, when subjected to analysis, is fruitful of derision and contempt.

In the North we used to have what was known as the "codfish" aristocracy—an exclusiveness based upon the catch of cod and mackerel, crabs and clams. True, there was in all New England an aristocracy (?) or aristocracies which, while owing their dignity to cod and clams were confronted with instances of exclusiveness, based upon a superior religion which whipped Quakers, banished Baptists and hung witches; but as cod and clams were abundant the codfish aristocracy gradually gained an ascendancy and maintained it. Some laid the foundation of their superiority in bartering rum and trinkets for African savages, while others boasted of blue blood, but to a greater or less extent, the smell of cod permeated the entire mass.

More recently the brood of American aristocracies has multiplied. Beginning with "striking ile," we now count our aristocracies by the score in banks and bucket shops, land and cattle, trusts and monopolies, until every town, village and station, as well as the large centers of population have their aristocrats and exclusive-

ness, plumed and diamond, the aristocrat swaggers and struts on all the highways. Every village aspires to have its Gould, its Vanderbilt or Astor, its aristocratic pimple—and in all communities are found a degenerate gang, who have no higher ambition than to play the role of parasite, and now, heaven save the mark, we have what may be called an "aristocracy of labor"—an aristocracy in which one department of labor looks with proud disdain upon another department of labor—and if the subject of *federation* is mooted, then the aristocratic idea flames out like a blast of a volcano. Our attention has been called to a communication in the *Engineers' Journal* for October, signed F. D. Toms, in which he says:

"That the engineers and firemen should always act as one man, and if a satisfactory constitution can be adopted, should hereafter be known as one order, all who have the welfare of both organizations at heart, will agree."

So far, no proposition has been made to make the two Brotherhoods, Engineers and Firemen, one Brotherhood. It is not proposed to fuse, blend, amalgamate, the Brotherhoods but to form an alliance, which in time of trouble will result in concert of action. But Mr. Toms proceeds as follows:

"But are we willing to place our skilled labor on a level with the unskilled labor of switchmen and brakemen?"

In this interrogatory we have the outcroppings of what may be styled the aristocracy of labor. It is the idea of exclusiveness. It is an idea of *caste* in embryo. In the various departments of labor no one underrates skill. The skilled laborer always receives higher wages than the unskilled laborer, but the unskilled laborer is "a man for a' that." He may live in a humble home, "wear hodden gray and a' that," but he may be as intelligent as the skilled laborer, as well read, have as high ambitions, and be as good a citizen. More, he is an absolute necessity to the skilled laborer, indeed, it is not difficult to prove that the skilled laborer is positively de-

pendent upon the unskilled laborer. We ask with commendable emphasis, what would become of the master bricklayer, the skilled mechanic, were it not for the humble, unskilled hod-carrier?

But without further divergence from the text, what would become of the skilled engineer but for the switchman and brakeman? No train would run, and the engineer's occupation, like that of Othello, would be gone. When, we ask Mr. F. D. Toms, was it conceded that locomotive firemen were skilled laborers? When did the fact find lodgment in the mind of Mr. Toms? The idea of federation is not based upon skill or wages, or the superiority of one department of labor in comparison with another. The proposition of federation of railway employes is based upon the irrevocable necessity of one department to another in case a wrong exists which demands redress. It matters not how exclusive, how boastful, how aristocratic one department may be when its members are off of duty, the moment one takes his place on the rail all must be at their posts of duty. If the train can't move without an engineer, no more can it move without a fireman, a switchman a brakeman and a conductor. Here we have, federation or no federation, coöperation, interdependence—a necessity of one to the other, absolute and irrevocable—and any proposition looking to federation which does not include all, or at least four of the departments named, is futile and preposterous.

We have no comments to make upon Mr. Toms' estimate of the Brotherhood of Locomotive Engineers, commendations in that direction are worthily bestowed, but says Mr. Toms:

"If we place ourselves in the power of other orders so they can call upon us to strike whenever they see fit, we will at once lose all the advantages we have gained by twenty years of conservative action."

Federation does not contemplate strikes. On the contrary, federation proposes the avoidance of strikes. There is no purpose to forego arbitration and

concession. Corporations will be invited to adjust grievances as before; expedients to secure justice will be exhausted, as with the C., B. & Q., but when all fail and a strike is ordered, all train men will go together. It then that men, skilled or unskilled laborers exert their power, and the fact that they would act as a unit, it is believed would prevent a strike and secure justice by the exhibition of federated force.

Mr. Toms, in speaking of the "Q" strike expresses the opinion that the engineers and firemen could not have been "more successful had every brakeman and switchman on the road gone out with us," and immediately calls in question the declaration that "the conductors are the ones who have beaten us," and adds, "they would beat the engineers and firemen out of their jobs at any opportunity, but *not many conductors would be anxious to take the positions vacated by the switchmen and brakemen.*" We italicise for the purpose of emphasizing Mr. Toms' inconsistency. The conductors would play engineers and firemen, but not switchmen and brakemen. Necessarily, therefore, if the switchmen and brakemen had "gone out" with the engineers and firemen they would have helped to gain the victory over the "Q."

As for the conductors, it is even now believed that a majority of the members of the O. R. C. are in active sympathy with other railroad employes who propose federation for protection and who, though not skilled workmen, are able, according to Mr. Toms, to defeat the engineers and firemen.

Mr. Toms further says:

"The switchmen have struck because a railroad company employed non-union men. Could we indorse any such actions? That would be contrary to all our principles. We never have, and I hope we never will so far forget our principles of American freedom, as to dictate to any one who they may or may not employ."

This is simply chaff. It gives away everything. The strike on the "Q" is continued because the "Q" employs scabs, and refuses to reinstate the old employes. If it be an American prin-

ciple that any one may employ whom they please, no one should kick if they employ Chinamen. And if it be an American principle that any one can employ whom they please it is certainly an American principle that they may pay them, if not such prices as they please, at least, such prices as the parties may agree upon, and this being true, the question of wages is thrown out of court, remanded to the limbo of things obsolete.

Not so. The American idea is justice, the enthronement of the right, and that, too, by federation—"one in many"—not to defend the wrong, but to extirpate it and establish the right. Federation does not mean war, but more properly resistance of wrongs and injustice. In the American colonial federation, and in forming the Union, little Rhode Island was crowned with all the dignity that attached to New York, Pennsylvania and Virginia. There was no aristocracy of colonies, no feeling of exclusiveness when Rhode Island and Delaware entered the council chamber, and Mr. F. D. Toms can well afford to regard the importance of switchmen and brakemen when discussing the federation of railroad employes for mutual protection when they have wrongs to redress. Let us be done with everything that smacks of aristocracy in labor. The man who quarries the marble is a necessity to the artist, whose skilled hand and eye produce a statue, and the man who throws a switch, sets a brake or shovels the coal, is as important to running a train as the engineer—and in discussing federation, where necessity forces coöperation and interdependence, exclusiveness regardless of real or supposed superiority, is not to be tolerated.

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THERE are in the United States ten shoe-peg factories, employing about 300 hands, and the capital invested amounts to about \$175,000. The wood used is white and silver birch and white maple. One factory turns out about 40,000 bushels annually and prices range from 35 to 95 cents per bushel.

THE C., B. & Q.

It may be true that our caption "The C., B. & Q.," is becoming so familiar to our readers as to breed contempt; we confess to no little disgust ourselves, because it is the fruitful synonym of a long list of words every one of which relates to things utterly repulsive. Nevertheless, a nuisance must be denounced until it is abated. We do not suppose there is a corporation in any land that has earned such boundless stores of infamy. It is not surprising since it appears, according to the *Wall Street News*, that the corporation was conceived in iniquity, and from the hour of its birth has pursued the course of pirate and thief. According to the *News*, the C., B. & Q. "occupies the peculiar situation of never having earned an honest dollar. It had no business which it did not steal from its neighbor, and then it robbed its stockholders to pay for the cost of doing the business. When the road was originally built, a rose-colored prospectus told how much money the road was going to make, and figured out a dividend on the stock at a very early date. The road was hardly opened when it became necessary to place an equipment bond upon the road, because the money had given out in construction, without leaving enough to pay for equipments necessary to run the road; and when that equipment was put into use debenture bonds had to be issued to pay the cost of using it. The more the equipment was used, the more money the company lost. And now says the *News*, the corporation has "been forced once more to propose a further loan at the rate of \$10,000 a mile, in order to take up a considerable floating debt." Such statements, made at the Wall Street financial center of the country, show that the C., B. & Q. is on a down grade and going to destruction at a speed eminently worthy of its detestable methods.

It appears, with all of the lying boasting of those who have the corporation in charge that its business, just at a time when it should show

prosperity, the opposite is reported and verified. A statement taken from the daily reports of the Chicago papers, shows that from August 31, 1887, to August 31, 1888, the receipts of stock at Chicago, the cars of the C., B. & Q. decreased 5,394, while the C., M. & St. P. increased 3,264 cars, and the C., R. I. & P. increased 2,532 cars—and this it should be remembered represents but a single branch of the business of the company. But says an exchange, "this is just what might be expected under the circumstances. When stockmen can have a choice of two lines of railway at the same rates of transportation, and one of them is manned by careful and competent engineers, and the trains of the other are drawn by reckless hoodlums who have half the stock down before the journey is fairly begun, it would be strange indeed if they patronized the road that uses twice the time it should in making the trip and finally delivers the cattle in Chicago in an almost unmarketable condition." Such statements indicate the real condition of the C., B. & Q., and show that the management could scarcely be worse.

The wreckage on the C., B. & Q. goes on at a fearful rate, as reports before us abundantly prove. From Aurora, we have the intelligence, August 29, that engine 328 blew out a cylinder; that on August 31, five cars were smashed into kindling and engine 142 wrecked; that on September 1 a scab run his engine over a man; that on September 3 the boys had a scab fined \$2 and costs, \$20, for vulgarity; on September 10 engine 143 got into 205, while scab on 205 was "sound asleep"; September 11 engine No. 17 "done up"; September 12 scab engineer drunk as "biled owl"; and September 11 engine No. 249 sent to the hospital for surgical operation. Here we have reports from one point of six engines disabled in twelve days and a smash up of freight cars.

From Lincoln, Nebraska, beginning with August 28, we have reports showing demoralization which staggers credulity: August 31 constables of

Lincoln start out with twenty-seven attachments against scab engineers; on August 28 two mogul engines, 170 and 171 are disabled; August 30 scab engineers so drunk that they have to be taken off of their engines; on September 1 the scabs put twelve freight cars in the river, and smash an engine; September 3 engines 54 and 118 disabled, while No. 5 was killed on the track; September 4 a switch engine "spraddled all over the yard"; September 5 another switch engine, 171, burned. Things could scarcely be worse. Six engines disabled and a freight train drowned in the river.

At Kansas City, August 31, the scabs smashed two engines and kept up the work of destruction; September 4 the scabs wreck a train and disable an engine. Three engines sent to the repair shops and a wreck in one week show how the scabs manage things at Kansas City.

At Quincy, Ills., August 31, engine No. 21 disabled.

At Chicago, September 3, the scabs were so drunk that they knocked down a house—the wreck cost the company \$6,000.

From Galesburg we have reports of two wrecks August 30, and the wreck of two engines, 65 and 152, on September 1.

From Beardstown, reports have it, that a scab was killed August 31; on September 3 a collision was reported; on September 8, reports show three engines disabled, Nos. 359, 330 and 81.

At Ottumwa, Ia., August 30, an engine, 398, and a train of cars were all smashed up.

At Pacific Junction, Ia., September 10, we have reports of a collision, wrecking two engines and two freight trains, with an estimated loss of \$10,000.

From McCook, Neb., come reports August 31, of two disabled engines, Nos. 109 and 161, and September 3 another engine, No. 134, had to suspend operations. The scabs are doing their part to help Stone destroy the road.

News from Wymore, says, Septem-

ber 4, engines No. 39 and another, number not given, disabled; September 13 a collision reported with two engines totally demolished, while still another collision was providentially avoided.

At Omaha the wrecking continues. Engine No. 183 went to the bow-wows August 31, and August 30 an engine was paralyzed. Two engines disabled in two days.

At Albia, Ia., September 3, engine 337 was wrecked and a lot of freight cars were smashed, and at Thayer, on the same day, a freight train was wrecked and an engine disabled.

From Atchison, Kansas, September 4, comes the news of a collision between two freight trains, and the wrecking of two engines besides the killing of live stock and scattering merchandise over the road; on September 11 a scab turned his engine upside down, destroying its beauty and for a time its usefulness.

From Creston, Ia., comes the report, September 1, of a bad wreck, smashing sixteen cars and an engine, and on the same day a wreck at Stanton, Ia., in which twenty cars were sent to the ditch, killing cattle by the score; on September 3 a wreck is reported smashing cars and demoralizing engine No. 337; on September 4 two wrecks are reported, disabling engines and smashing cars.

Brookfield, Mo., September 3 reports an engine disabled; on September 12 two more engines, Nos. 5 and 77, used up.

From St. Joseph, Mo., reports have it that September 6 engine No. 62 was disabled, and on September 13 a \$25,000 wreck is reported, including a disabled engine, smashed cars and damaged merchandise.

From Hastings, Neb., September 4, an engine went dead before the scab engineer found out it was sick.

In the foregoing it will be seen that from August 30 to September 13, both inclusive, fifteen days, nineteen wrecks are reported on the C., B. & Q. system and the more or less disabling of forty-six locomotives. In addition to this,

from every locality come reports of drunkenness and demoralization, which account for the disasters and the loss of life and property. Under the circumstances, it is not surprising that the "Q" is losing business and credit. Travellers, as they become familiar with the management of the road, will avoid it, and shippers, when it is possible, will seek other tracks for the transportation of their property.

The "Q" corporation has tried the most desperate expedients to fortify its position and retain the respect of the public, but has signally failed, and in the attempt to blast the good name of the men who left its employment, and the Brotherhoods of which they were members, it has not only met with ignominious defeat but has loaded itself down with ignominy. The dynamite plot is a contemptible fizzle and excites only disgust. It is said of Stone who has engineered the downfall of the "Q," in comparing him with T. J. Potter, that the latter rose to prominence "by the force of his genius," and the former "by marriage." That doubtless explains in some measure the situation. Stone, directing the affairs of the "Q" by calling to his aid the Pinkertons, is a spectacle which, however agreeable to Stone, must be regarded by those who are feeding his vanity with their money, as expensive, while to the great public, including the Brotherhoods, who won't down at his bidding, the show, while sufficiently *outré* for laughter and ridicule, becomes exasperating when it is remembered that it means ceaseless disasters along all the lines of the "Q," involving perils to the lives of passengers and the destruction of property.

DURING the past twelve months foreign capital to the amount of \$150,000,000 has been invested in the United States.

LABOR DAY is a legal holiday in the states of Massachusetts and New York. It ought to be a legal holiday in every State of the Union.

THE WORK OF THE CONVENTION.

The First Biennial Convention of the B. of L. F., which assembled in the city of Atlanta, on the 10th of September, 1888, was composed of delegates, who, by their intelligence, familiarity with the work of the order and devotion to its principles and policy conferred incalculable honor upon the organization.

The convention was preëminently distinguished for its working capacity and capabilities. Nothing was overlooked, nothing omitted. The questions demanding deliberation were of recognized gravity, but they were not of greater moment than the Convention could grasp, analyze and settle, and they were met and discussed in a way that would have done credit to any deliberative body in the country. The deliberations were distinguished throughout by thoughtfulness worthy of the highest commendation, and the Lodges are entitled to credit for their wise and prudent selection of representatives, who honor the Lodges, the Order and themselves by their comprehension of the needs of the Order.

As was expected, the strike on the C., B. & Q. received special attention. It demanded searching investigation and received it. No fact was overlooked. From the inception of the trouble, all along its gloomy history the record of the Brotherhood, its every act was passed in review. Nothing was obscured, no subterfuge was suggested. The supreme power of the Brotherhood was brought face to face with the strike and it was dealt with in a way that demonstrated beyond all cavil, that it was equal to the emergency. As a result, the strike was indorsed as this *Magazine* predicted it would be when the Convention assembled. The strike was not only indorsed, but it was decided to levy assessments to support the men engaged in it during its continuance. The report of Bro. Sargent was exhaustive, fully explanatory, was thoroughly discussed and together with the action of the Grand Officers, was approved.

The question of federation was given

all the prominence the subject demanded and elsewhere we have spoken particularly of the work done. In alluding to it here, we desire only to add that as our Brotherhood was the first to hold a Convention it was expected that action would be taken, and in this the other Brotherhoods were not disappointed. Action was taken and that too with a unanimity which must convince all men that the Brotherhood of Locomotive Firemen stands irrevocably pledged to a wise federation of railroad employes which shall secure justice when separate effort fails of success.

The establishment of an Employment Bureau evinced thoughtfulness of commanding importance. It was a new and grand departure. It means progress. It is fraternal and paternal. It shows a great and prosperous Order looking after the welfare of its members and helping them when idle to find employment. It is worthy of the approval of all and will receive, we feel assured, universal commendation.

The legislation on the affairs of the *Magazine*, we regard as eminently wise and opportune. The *Magazine* has grown in importance as the Brotherhood has grown in numbers and influence. Enlarged as it will be after the 1st day of January, it will be in a condition to keep abreast of the army of progress in its grand march. It will have new features, and just here we remark that by the order of the Convention, after the 1st day of January, RESOLUTIONS of all descriptions will disappear from its pages. This will give additional room for interesting reading, and the departure is creditable to the intelligence of the order.

We take great pleasure in announcing that the Convention heartily approved of the Ladies' Auxiliary Societies that have been established, always "for the good of the Order." The Convention emphatically recognized the helpful character of such societies, morally and socially, and often financially—and we most heartily agree with the gallant verdict of the

convention. The smiles, and alas, sometimes the tears of women and children, make the world better, and the ladies' auxiliary societies, will, we believe, make the Brotherhood better.

In the course of the legislation of the convention, some important changes were made in the organic laws of the Order, chief among which, we notice here, was the adoption of a new system relating to the beneficiary department of the work. Under the law, as now enacted, all assessments will be from the subordinates dues, which are payable quarterly in advance. The chief benefit to be derived from this change in the law, is, that no member can die in bad standing, so far as the beneficiary department is concerned. While complying with the laws of the Order, he is fully protected, but failing in this, he is dropped. In this way the business has been greatly simplified and it will, we think, be popular with the membership.

It is worthy of remark that the Convention took into careful consideration all rejected claims for the past two years. As a general thing the claims were rejected on mere technicalities, but which, nevertheless involved a strict administration of the law. These were all allowed by the Convention. In this the convention pursued a broad and liberal policy for which it is entitled to great praise. It exhibits this Brotherhood as not disposed to take any advantage of the strict letter of the law when there were modifying and extenuating circumstances, preferring to do what was right, and to err on the side of mercy, if at all. Besides, this, the convention made a number of liberal donations to the widows and orphans of deceased members—a record glowing with large-hearted benevolence throughout.

We would not omit the fact, that the convention appointed a special committee of three members, whose duty it is to look after the Pinkerton infamy, and to assist in all prudent ways to rid the country of these thugs and thieves, who constitute an insufferable stain upon our civilization,

and are everywhere a menace to the peace and order of society.

The Brotherhood, will, we feel confident applaud the convention for electing Joshua Leach, founder and father of the Brotherhood, an honorary member of the Grand Lodge. This was done by special act and was a most graceful tribute of respect and esteem to the man who laid the foundations of the Brotherhood and was potent in rearing the splendid superstructure which now has a continental jurisdiction.

The convention re-elected all the Grand Officers, than which no higher compliment could have been bestowed. During the two years past, the Brotherhood has experienced stormy weather, but the good old ship made the destined harbor with sails all set, and when the gavel of the Grand Master proclaimed an adjournment she started again for another voyage, which by the vote of the Convention, will terminate on the second Monday in September, 1890, in San Francisco, Cal. In the mean time the *Magazine*, month by month, will, we hope, be the bearer of glad tidings to all the members of the great Brotherhood.

RECENT advices from England record a number of strikes and give the reasons therefor. In the Central Marine Engine Works at West Hartlepool, the men have struck because of the new rule introduced compelling them to pay for meal times. In the nut and bolt works at Darlington, men receiving 7s. 6d. per week have struck. A strike is reported among the shoemakers at Northampton. At the Lambourn works in the Newbury valley the men receiving 16s. 6d. per week have struck for an advance of 3s. The dock laborers at Liverpool have struck on account of the employment of grain elevators. At Bradford a strike was ordered by the men at work on a hotel because non-society men were employed. Strikes are also reported in France, working people demanding sufficient pay to enable them to have the comforts of life.

FEDERATION.

The readers of this *Magazine* are advised that it has, from time to time in the past, discussed the advantages that would accrue to railway employes in the event that certain organizations of such employes were to federate for mutual protection. In the beginning of the discussion, only general propositions received attention. In the first place it became prudent to inquire if there existed a necessity for such a federation of the various organizations.

In answering such an inquiry, the field for gleanings was wide and inviting. It was not required to employ an expert to find them. The crop was large. There were multiplied instances of wrongs inflicted upon railway employes by corporations which from every consideration of justice demanded redress, but which had to be patiently endured, because the victims of the wrongs alone and unaided were powerless to apply a remedy. Under such circumstances nothing could be more natural than for the injured employes to exclaim: "If our fellow-workmen would join us in an appeal for justice, it would be granted." This was a correct view of the matter, because, in union, federation, there is strength. We conclude, therefore, that men familiar with the facts do not question the absolute truth of the declaration that there have existed cogent reasons for federation, and that they still exist and are likely to be as convincing in the future as at present, or as they have been in the past.

The next question that arises, is, Is federation feasible? Is it practicable? and is it the right thing to do? This *Magazine* unhesitatingly answers each interrogation affirmatively. As this *Magazine* predicted, the subject of federation came prominently before the Brotherhood of Locomotive Firemen at the First Biennial Convention of the order held in Atlanta in September, and as the *Magazine* further predicted, federation was indorsed, and it may be said unanimously—ours was the

first Brotherhood of railway employes to speak out upon the subject and the following are the utterances of the convention:

We, the Brotherhood of Locomotive Firemen, in convention assembled, believe that labor may receive its just reward, and its rights and dignity, the consideration that it merits, that the guaranteed privileges of citizenship, as laid down in the Constitution of our country, may be ours to enjoy without the abridgement of a conspiracy, whose existence is a menace to the genius and life of our institutions; a conspiracy that is eating into the very vitals of our liberties, and threatens the destruction of the Republic. Its march is like the epidemic of a pestilence, with its one burning eye of avarice, devouring corporations like a Cyclop. Recognizing this danger, we believe that organized labor, to save itself from utter annihilation piece-meal, must admit an injury to one is the concern of all. We only ask the same rights that others claim for themselves. The prosperity and peaceful contentment of any nation rests upon the justice given to labor; honest pay for honest toil. With these convictions, we feel that no better nor more acceptable way can be advanced for our closer alliance to a distinct and comprehensive understanding than by the adoption of methods similar to the magnificent principles upon which our government is founded: Each State stands free and independent, retaining its own identity, having its own laws and Constitution, without infringing or coming into conflict with the laws of any other State, or with the laws of the United States. In the event of any State being unable to quiet a disturbance within itself, or check the aggression or invasion of a foreigner, then the Federal Government comes to its assistance. No State loses any of its strength, respect or character by the fact of its being one of the Union, but in turbulent times it receives the support of the whole. With these views, we respectfully submit the following for the consideration of the several organizations on the Railroads of the continent, keeping in mind these relative positions: that the different organizations shall be to the Board of Federation, as the several States are to the Congress of the United States:

SECTION 1. Upon each system of railroads, within the confines of North America, there shall be organized a Board of Federation to consist of three members from each organization represented.

SEC. 2. The Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen, the Knights of Labor, the Switchmen's Mutual Aid Association, the Brotherhood of Railroad Brakemen, and the Brotherhood of Telegraphers, who shall also receive and consider the application of any other organization on that system to join the Federation Board to be accepted as a majority see fit, do hereby agree to the following articles of Federation to govern

our relations with the management of the system upon which we are employed.

SEC. 3. The members of the Board of Federation shall be representatives of the Executive, Grievance Committee or Boards of Adjustment of their respective organizations.

SEC. 4. In case of the Executive or Grievance Committee of either organization failing to effect a settlement satisfactory to them, they shall comply with the laws of their organization regarding grievances and strikes, and if their action in the matter receives the endorsement of their organization, said grievance shall be submitted to the Federated Board for final action.

SEC. 5. Should the Federated Board agree on the justness of the alleged grievance they shall at once proceed to adjust the same.

SEC. 6. The Federated Board failing to satisfactorily adjust the difficulty, shall notify the organization presenting the grievance of such failure, informing them that if they desire to go beyond these peaceful measures they shall have the entire moral and, if necessary, the financial support of all the organizations represented on the Board.

SEC. 7. Should the organization, where the grievance originated, conclude that in order to obtain the justice demanded a strike is necessary, the Federated Board shall have authority, by two-thirds vote, if in their judgment they deem it advisable to do so, order all the other organizations of that system represented on the Board to join in the struggle to bring about a speedy settlement.

SEC. 8. The organizations represented in this agreement mutually agree to do all in their power to build up and strengthen each other by influencing all persons to become members of the organization representing their trade or calling.

SEC. 9. An expelled member of either organization shall be ineligible to membership in any of the other organizations unless by the consent of the organization from which he was expelled.

It will be understood that the foregoing declarations are intended to simply outline a course of action. They affirm the faith of the Brotherhood of Locomotive Firemen in federation as a means of securing justice when corporations, like the C. B. & Q., determine to persist in a course of flagrant wrong and oppression and that this was the view of the Convention it is only required to say, that the Convention appointed its Grand Officers, Grand Master F. P. Sargent, Vice Grand Master J. J. Hannahan, and Grand Secretary and Treasurer E. V. Debs as a committee to confer with other organizations of railway employes to perfect an alliance, and

empowered them to act in all matters required to bring such organizations into harmonious and efficient action.

It is not required for us to assert there are no obstacles in the way. It would not be prudent to belittle them nor wise to magnify them. It is enough to say that they are not formidable nor of a character to create either doubt or dismay. Where there is a will there is a way, and where there is sufficient cause for action, action will be had. The time has gone by to question the ultimate triumph of the right over the wrong. Patience, cool deliberation, persistent devotion to practical theories are certain to lead to good results. The Brotherhoods are on the right track and in the near future, they are destined, we firmly believe, to reap a rich harvest of benefits from federation.

THE *Railway News-Reporter* remarks:

The noble members of the twin Brotherhoods have fought bravely all summer for victory against a giant monopoly and now that the fall season has opened they have marshaled their forces and present an unbroken front to the enemy. Only a few deserters have up to this time been reported, which shows plainly the material in the ranks of the strikers, when the number of bribes which have been offered, are considered.

The ordeal has been severe, but it has developed the resources and courage of the Brotherhoods engaged in the contest, and quite independent of results on the C., B. & Q., is destined to bring about consequences in the highest degree beneficial to organized labor.

THE *Locomotive Engineer* remarks that "Editor Wheaton, of the *Conductors' Monthly*, was away last month, and that the craft was commanded by the second mate, who very ably poured a couple of voll ys into the pirate craft of the Pinkertons. This is one loaf of bread among the many stones in the conductor's pantry. It would be a blessed thing for the order if Editor Wheaton never came back."

One of these days the O. R. C. will hold an election and then "editor Wheaton" will go away "never to come back."

CORBIN'S SCHEME.

Mr. President Corbin, of the Philadelphia & Reading Railroad, has issued a circular which has been sent to each of the 15,000 employes of his road, proposing to organize a Relief, or a Mutual Insurance Association, for the benefit of the employes of the road, similar to the Pennsylvania Relief Fund.

This fund is to be raised by monthly contributions of the members, payable in advance, and the method of collecting is to deduct the contributions from the employes' wages. The benefits are divided into five classes, and range from fifty cents a day for sickness to those who earn \$40 a month, to \$2.50 a day to employes whose salaries are over \$100 a month. In case of death the claims of contributors range from \$250 to \$1,200. Employes under 45 years of age can become members of the association by undergoing a medical examination. The company agrees to assume all expenses of the management of the association and to contribute to the funds to the extent of 10 per cent. of the sum contributed by the employes until the fund reaches \$1,000,000.

This *Magazine* is on record in regard to the scheme of railroad corporations to withdraw railroad employes from their brotherhood organizations and brotherhood allegiance and identify themselves with what they call "Railway Mutual Insurance Associations." It goes without the saying that the scheme is adroit. It is Machiavelian, it embodies cunning and craft, and is designed on the part of the railroad officials who favor it, to tie their employes to their roads and to control them as they do their engines and cars. Such railroad magnates as Corbin are students of human nature, and in concocting their mutual insurance associations, they reason about as follows: "The great body of railroad employes do not receive sufficient wages to enable them to belong to two associations requiring the payment of dues, therefore if they can be persuaded to contribute to our Insurance Associ-

ation they will abandon the brotherhood, or what is better still, will not join one; hence in this way we shall strengthen the corporation while we weaken the brotherhoods." These railroad officials reason well, their conclusions are logical. The great body of railroad employes do not receive sufficient pay to warrant a membership in more than one organization supported by dues or assessments, and if Corbin can persuade his 15,000 employes to fall into the trap he has set and baited he will be able, as soon as they have paid in money enough to exert any considerable influence upon their action, to dictate terms to them and assign them any degraded position he may choose, and they will be powerless to resent the insult unless they, realizing their degradation, abandon their employment and leave their hard-earned dollars in the hands of Corbin and his associates. If they go away they lose all they have paid in; as a result, the longer they remain the stronger and the more galling becomes the chain that binds them, and this the magnates know and it is upon such conditions that they rely for final success, then railroad corporations may count upon their employes as under the old *regime* the southern planter counted his slaves or the Russian duke his serfs.

The tendency of workingmen to organize has alarmed corporations. They see in it a mighty mustering of forces which means a reign of justice, and particularly is this true with railroad corporations. The brotherhood idea is a conquering idea, and to make the hosts of labor invincible we now have the idea of federation, which in due time will bind into one harmonious whole the railroad employes of the country.

The pretense that railroad corporations are to any extent worthy of note interested in the welfare of their employes, finds sufficient answer in their pay rolls. Beyond that no one is required to search for proof, and we do not suppose there is an intelligent employe in the country who regards the

solicitude of such corporations as the Pennsylvania Co. and the Philadelphia & Reading Co. as anything better than the solicitude of the wolf for the well being of the lamb. The supreme demand of railroad corporations, latent and asserted, is to break up the labor organizations of the country, to divide and demoralize them; to foment discord and breed distrust, and the Railway Mutual Insurance Association idea, it is believed by them, will prove fruitful of success. If railway employes are properly awake to their interests they will identify themselves with the brotherhoods and associations already organized, and which are well calculated to promote their interests morally, socially and financially, and to develop manhood and independence and to maintain their rights in the struggle for justice which is certain to come. Railroad corporations have all they can do to look after the interests of stockholders and bondholders, and this they will do, and in the same line and in the same spirit let employes devote themselves to looking after their own welfare. If they do this, and are guided by prudence, they will keep out of Railway Mutual Insurance Associations.

ONE of the notable triumphs of labor in legislation is found in the establishment of State Labor Bureaus, as also a National Labor Bureau. Mr. Chas. F. Peck, Commissioner of the the New York bureau, has issued his report, in which is found a valuable chapter on strikes, showing their loss and gains. The generally accepted idea is that a strike is a calamity to be avoided, and there is much to support such a conclusion. It is doubtless true that strikes occur which are unwise and mischievous in their consequences. Be this as it may, it is equally true, that in numerous instances strikes are of unquestioned benefit and are productive of lasting good.

Mr. Peck, in his tabulated statements, shows that 40,346 workingmen, representing 998 establishments en-

gaged in strikes and lost in wages the sum of \$2,013,229.45, or \$49.94 each. Such figures are startling. Why should the wage-workers in any of the industries of the country thus voluntarily deprive themselves of such a large sum of money? Why should they make such sacrifices and invite penury and all the miseries born of poverty and idleness? It is because in a vast majority of cases, a strike is the last resort to obtain justice at the hands of employers. But it is shown by Mr. Peck's report that if, in some cases, strikes entail losses, in others they show substantial gains. In the years 1886 and 1887, 107 trades, to sustain strikes, paid out \$546,149.78. In 1886, forty-eight trades, where the strikers numbered 34,832 persons, the gain amounted to \$1,420,885, or \$41 each, and in 1887, the gain amounted to \$944,632.55 for 11,472 persons engaged, an average of \$82 each, showing a gain for the two years of \$2,365,517.55. Taking the loss and the gain as shown by the exhibit of Mr. Peck, it is shown that the sum total of gains exceeds the sum total of losses by \$352,288.10. But this is not all. While the gains may be said to be permanent, the losses remain a fixed sum, the future does not augment them; moreover, agitation when wages have reached a starvation level, cannot make things worse, and if a change is wrought, it must be for the better, and it needs no extended argument to show that while labor is oppressed and wrongs exist strikes will occur. The simple demand is justice.

THE wheat crop of the United States for 1888 is estimated at 400,000,000 bushels. Great Britain, France, Italy, Germany, Belgium, Holland and Switzerland will have to purchase 275,000,000 bushels, and of this the United States will be required to supply 115,000,000 bushels, if that quantity can be spared. Already prices are twenty cents a bushel higher than last year, which means a benefit to the farmers of \$80,000,000, and as prices have an upward tendency may give them \$100,000,000.

THE MAGAZINE.

By order of the Atlanta Convention, this *Magazine*, beginning with the January number, 1889, will be enlarged to ninety-six pages—the additional pages being sixteen.

This enlargement of the organ of the Brotherhood, we regard as eminently wise and prudent. Hitherto, at least for a number of years, the space at our command has been below pressing requirements, and much that should have been published has been withheld. The enlargement of the *Magazine*, will, in some measure, obviate such embarrassments in the future, and enable the editor to respond more fully to the demand for space.

We appreciate fully the high estimate the Brotherhood places upon the *Magazine*, and to know that it has met expectations, is a source of satisfaction. In the present, when all the mind forces of the millions are in active operation, it is no easy task to enter the list of contestants and win for any publication an advanced position and hold it. That the *Firemen's Magazine* has done this, is eminently creditable to the membership of the Brotherhood, and that the Convention voted to increase its pages that it might be still more useful in its chosen field is conclusive proof that locomotive firemen place a high estimate upon the *Magazine*, as an educational force and factor, worthy of their encouragement and support.

It is not required at this writing that we should more than intimate contemplated improvements in the *Magazine*, but we believe they will be such as will merit approval. There will be new departments and a number of blemishes will disappear. The special interests of the Brotherhood will continue to receive attention, and questions which relate to the welfare of wage-workers will receive in the future, as in the past the consideration their importance demands.

The *Magazine* is a Brotherhood enterprise. The Brotherhood has warmed it into vigorous life and wide influence, and that it is determined to give

it a still more advanced position is evinced by the action of the Convention. With this legislation we are in full accord, and preferring performances to promises, we hope the monthly issues of the *Magazine* will bear testimony to honest endeavors to make our organ worthy of the support of the Brotherhood and of a wide circulation beyond the boundaries of our Order.

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THE New York *Financier* in an article relating to the preferences of English investors of capital, concludes that the United States has the lead because "they want, first of all, an absolutely stable government, and such as lends itself to the approval of all enlightened states—a country foremost in the front rank of solvent nations—an expanding commerce, and undeveloped resources which justify and invite foreign capital—and, last but not least, a country free from entanglements with warlike nations, and far removed by natural and impassable barriers from fear of them." But there is one class of investments in the United States, which the English capitalist investigates with great care and thoroughness—and that is American railroad stocks. "In Great Britain," says the *Financier*, "all railway stocks represent money paid into the company's treasury. Here, on the contrary the stock too often has another and less satisfactory significance. The result of the different treatment is that when an investor buys the stock of an English railroad he grasps something solid, for there is value behind it, but when he purchases American railroad stocks at haphazard, he, not unfrequently grasps a very full-sponge!" That is stating the case with remarkable precision. The sponge in its normal condition, full of water, aptly represents the great bulk of American railroad stocks.

.....
Is Paul Morton dead, or is he but dying?
Is his tongue paralyzed, or has it only ceased lying?

The motto of Paul was, "I must lie or I'll die,"
But if he is lying 'tis done on the sly—
On the Pinkerton plan—doubtless that's true,
Because that is the style of the C., B. & Q.

AN EMPLOYMENT BUREAU.

Among other important questions that received special attention and distinguished the deliberations of the Atlanta Convention, was that relating to the employment of members of the Brotherhood, who are out of employment, and do not know where to find work. These men are widely separated and are found throughout the entire jurisdiction of the Order. To travel in search of employment, is expensive, and often a forlorn hope. Work is the supreme demand. Forced idleness is a calamity and is always fruitful of sad experience. The single man may be able to rough it through and roam over the country until he finds a job, but to the man of a family, the situation is different. To go away is to abandon for the time being, wife and children, and the anxieties which such separation entails is productive of mental sufferings, of heartaches and despondency that it would be difficult to exaggerate and which those only know, who are compelled to bear them. The establishment of an Employment Bureau by the Brotherhood is therefore in the nature of a benediction.

The Bureau will be a department of the Grand Lodge work, and will be under the supervision of the Grand Officers of the Brotherhood. The purpose of the Bureau, as has been intimated, will be to find employment for worthy members of the Order who are idle and desire work. The names of such members of the Order will be forwarded to the Grand Lodge for registration, and this done they will be promptly notified when the Grand Officers are advised that men are wanted, but it must be distinctly understood, that only such members can have the recommendation of the Bureau whose character, habits and worthiness warrant their recommendation. In that case the Bureau will not only be doing the brother a favor, but at the same time will give employers assurances that the men it recommends are worthy of the utmost confidence. We are confident that the

Employment Bureau will be fruitful of many and lasting benefits to the Order. The movement is eminently fraternal, besides, it is practical. It is a kind of help which cannot fail to be appreciated, because it will help men to help themselves. It is practical benevolence—which of all charities is the most beneficent. It is doing rather than giving and we look forward to the workings of the Bureau with real satisfaction.

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MR. HENRY CLEWS, a Wall street banker and broker, has written a book bearing the title of "Twenty-eight Years in Wall Street." A reviewer says that Mr. Clews "has always acted as if he knew that God helps those who help themselves, and that life is a battle, with every man for himself and God for us all." It is said that God is omnipresent, everywhere at the same instant of time, necessarily in Wall street, according to that theory, but if there is any place in the universe where God is absent, it is doubtless Wall street. And yet, Wall street has a god, the almighty dollar. It has its thousand shrines where the worshippers bow down to their fetich with the blind idolatry of a hottentot. If it were possible it would be in order for someone to write a book on "Twenty-eight years in Sodom."

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If there are those who derive any satisfaction from seeing a corporation going pell mell to the everlasting bowwows, they have only to contemplate affairs on the C., B. & Q. It is a programme of ceaseless wreck and ruin on all of its roads, and to make it more delightful its scabs threaten to strike, and when scabs strike the exclamation, "Now, Gabriel, blow your horn," is in order.

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WE have on our table No. 1, Vol. 1 of the Railroad *Patriot*, published at St. Joseph, Mo., by D. W. Rodgers. No. 1 is bright and spicy and we wish it a prosperous career.

ACKNOWLEDGMENTS OF TRANSPORTATION COURTESIES.

The special train courtesies extended to the delegates to the Atlanta Convention, were of a character that elicited the grateful thanks of the Convention, which the *Magazine* with great satisfaction herewith seconds, and sends glowing with pleasant recollections of the journey to the following named railroad officials whose opulent generosity can not be overestimated:

To Mr. O. S. Lyford, Vice-President of the C. & E. I., who hauled the special train of five Pullman sleepers and baggage car over his road from Chicago to Terre Haute.

To Mr. W. D. Ewing, General Managers of the E. & T. H., who hauled the train over his road from Terre Haute to Evansville.

To Mr. J. T. Harahan, General Manager of the L. & N., who hauled the train over his road from Evansville to Nashville.

To Mr. J. W. Thomas, President of the N. C. & St. L., who hauled the train over his road from Nashville to Chattanooga; and

To Mr. R. A. Anderson, General Superintendent of the W. & A., who hauled the train over his road from Chattanooga to Atlanta.

The service throughout was all that could be desired. The several roads were in splendid order and the universal testimony was that their management was all that could be desired.

Upon the return trip of the delegates Mr. Anderson, of the W. & A., hauled the train homeward over his road from Atlanta to Chattanooga. At Chattanooga the train fell into the hands of

Mr. Jno. C. Gault, General Manager of the Queen and Crescent road, who hauled it over his road to Cincinnati, and then

Mr. M. E. Ingalls, President of the C., I. St. L. & C., hauled it over his road from Cincinnati to Chicago, the place from which it started. The return trip was over roads splendidly equipped and the journey was without

an incident calculated to mar the pleasure of the voyagers.

The baggage car for the round trip was kindly loaned by Mr. E. T. Jeffery, of the Illinois Central, a favor which was highly appreciated, and the Pullman Company supplied the sleepers at a mere nominal sum.

THE *Railway and Steamboat Gazette* interviewed a "well-known Boston man," asking his opinion as to "who holds the most responsible position on railroads, the conductor, engineer or switchman? The railroad man thought it a difficult question to answer. Left to the employés named he thought each might claim the largest share of responsibility, but for himself he thought the switchman held the most responsible position, because they are "obliged to carry in their heads a large number of tracks, must know the number of outgoing and incoming trains and the exact time of arrival and departure of each, and always be ready to switch these on to the right track. Perhaps you think that is nothing to do. Well, I think it is a great thing to do, and do well. A misplaced switch means, perhaps, a disaster costing thousands of dollars to the company, and killing and maiming hundreds of people. An incapable switchman could accomplish all this in a moment." We doubt if the Boston railroad man is correct in his estimates, and this we say without dwarfing in the least the responsibilities which attach to switchmen. The subject is of interest and we should like to see it discussed. It is stated in the *Gazette* from which we quote that engineers receive from \$2.25 to \$3.50 per day, conductors from \$60 to \$100 a month while switchmen receive from \$1.25 to \$1.50 a day. When the greatest responsibility receives the least pay something is radically wrong.

THE cigars annually manufactured in the United States closely approximate a sum total of 4,000,000,000, or about 666 cigars for each individual, man, woman and child, in the country.

HERMAN E. WILLS.

Iowa is a great State with large and increasing railroad interests to conserve. It is not surprising, therefore, that in looking around for the right men to serve as Railroad Commissioners, Mr. Wills, of Clinton, Iowa, should have been selected as one of the candidates to occupy a position on the Board of Commissioners. Mr. Wills is forty years old, and therefore in the very prime of his manhood. He is a practical locomotive engineer, having been promoted from the position of locomotive fireman, equivalent to saying that he is a master workman. He is a man of large intelligence and ripe experience—a careful and vigilant observer and a thorough investigator, he knows what is due railroad corporations, what is due passengers and shippers, and what is due employes. Honorable, conservative and firm, he is known to be a man whose convictions result from studying all sides of a question, and that his decisions will do equal justice to all concerned. In profound sympathy with railroad employes, the indications are that he will receive an almost undivided vote of that class of citizens in the state of Iowa, who without regard to party associations want a good man on the Board of Railway Commissioners, one, who, by his employment and experience, integrity and courage will see that justice is done without fear or favor. Such a man is Herman E. Wills, and we hope Iowa will have the good luck to elect him, and such certainly will be the case if the railroad men of the state, appreciating opportunities, vote solidly for one of their most prominent representative men.

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JOHN ALEXANDER is the author of a "Dinner Pail Sermon," the full text of which appears in a recent issue of the *Locomotive Engineer*. Rev. Alexander, we should say, is less elegant than Rev. Talmage, but not less logical or convincing. The central idea of Rev. Alexander's sermon appears to be that

all the old tribes of dinner pails were snares and delusions, not calculated to promote health or godliness in the world. He estimates that nine hundred different kinds of dinner pails have been invented, and each of these, we conclude, has been fruitful of nine hundred exasperating annoyances, particularly when, as the dinner pail divine says, "the appetite of a railroader was like that of an ostrich, playing hide and seek from his spinal column to the front button of his pants." The allusion to the "hash foundry" and the marriage state, is what we call a combination of oratory, eloquence and logic of rare strength and beauty. We quote: "If he (the railroader) has an indifferent foundry he can change, but if he has an indifferent wife the victim can only wait patiently for the glad summons that calls him from hence unto that fabled Utopia where petrified biscuits do not break through and steal or sour bread crawl into his stomach and chew the lining off."

The delights of appeasing one's appetite under the old *regime* are graphically depicted, but now all things are changed, and "fireman eats between fires, the bullgineer between stops," and old things have passed away and the demand for a dinner pail to meet the changed conditions is an imperative requirement. Several dinner pails are described, and we are tempted to reproduce a few features of the graphic pen pictures; they are equal to anything to be found in Talmage's best efforts. The first dinner pail "Was a deep, round pail with a sort of a can-teen cover, with a screw top that carried the coffee in prosperity and smelled sour in adversity. Mrs. A., in packing away the hash in this pail, commenced at the bottom and laid the foundation of a lunch with a pair of ham sandwiches, laid up a few courses of rubble in the shape of stall-fed fried cakes, then underlaid the superstructure with three pillars of hard boiled eggs, erected a lamp post of a long, slim cucumber pickle, finished the second story in fig cake, and sur-

mounted the whole with a gorgeous, mansard roof of cream pie. It did look, feel and smell "way up;" but bless you, after the old 71 got to dancing the racket for fifty miles, with that lunch in any box on the craft, it was a sight to behold—scrambled lunch, the fire-boy called it." Other pails followed in quick succession with no better results. No. 2 had a tin coffee can which occupied the center of the the pail, and "if you took it out to warm it on the boiler head, the rest of the lunch slid into its hole, the pie tray would slide off its scaffolding and knock the pie into a cocked hat, and shove a pickled cauliflower into the teacup of strawberry preserves; if you took it in your lap and tried to eat, it was a jumbled mess." Nos. 3 and 4 are also failures, and now the revered gentleman wants a dinner pail built according to plans which he has devised. It is to be built in sections, and when completed, the revered gentleman says "I can take the whole pail in my lap, unsnap the bail and open any or all of the sections by swinging them on the pipe to one side or the other. I can set the pail in the rain, the cinders or the dust, and it won't paralyze the lunch; it will be easy to clean, it wouldn't cost much, and while it

might not be a conspicuous figure on dress parade, it would have about two weeks lap, and the right of the road for business." By all means let the new style of dinner pail be forthwith put on the road and tried. If found to come up to Rev. John Alexander's estimate it will date a new era and help to usher in the millennial dawn

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WHILE the cry is heard that the supply of labor is in excess of the demand, the work of importing foreigners, Poles, Hungarians and Italians, continues, and American laborers are required to bow their heads as the procession moves along to take possession of industries that by right belong to them. These imported workers work cheap, live like vermin and subsist in a way which means the disgrace of civilization. The wretched condition of things could be changed if American workingmen would will a change, but if things are left to drift the result will be more idleness, poverty and degradation.

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LATE in September it was reported that H. B. Stone had gone to Europe. His mission abroad may be to sell C., B. & Q. bonds. American capitalists are overloaded with them.

EVERY DAY.



HIS world is growing wiser
Every day,
Scientific men revise her
Every day;
Population growing bigger,
Giving more work to Death's digger,
More respect paid to the nigger,
Every day.

This world is growing prouder
Every day,
Female roosters crowing louder
Every day,
Aristocrats are growing lazier,
Politicians are growing crazier,
Making things grow somewhat hazier
Every day.

The world is growing drearier
Every day,
Many men are growing wearier
Every day;
Many leave this world of evil,
And, I'm thinking, on the level,
Many are going to the devil,
Every day.

—Cincinnati Enquirer.

Mechanical

Early Railroading.

In writing these articles I do not propose to write a history of early railroads, but to tell things as I saw them in my boyhood days, and I depend entirely on my memory. About setting valves on the early engine s, I would often watch and wonder what the men (who were doing it) were using the little wooden wedges down in the steam chest for. Trams and marks on the valve-stem had not been introduced at that time, so the valves were set with cover off; the valves were squared by pushing a little wedge down in the opening, first in the front then in back opening, until the wedge went down the same distance at all four points, the jam nuts were all set up to keep the valve in place, as the end of the valve-rod where it passed through the valve had a thread on it, but was not screwed through the valve. And with all this trouble they would sometimes go off with the exhausts all on one side, like the handle of a jug. We boys had a sort of rhyme that we took, as it were, from the little engines on the road running from Philadelphia to Columbia. When we would hear a train coming, and the engine pulling so hard that it pulled her all out of square, would imagine the engine was saying:

"From Filadelfy to Columby,
Heavy loaded, mind I tell you;
Clear the track, you ———s,
You forgot to turn the switches."

This is repeated in measured sentences, and by finding something to rhyme with switches, you have the whole song and dance.

When a wreck occurred on the road word had to be sent to headquarters the best way practicable, as there was no telegraph. Sometimes an engine going on the opposite track would be taken, or the engine of a following train would have to back up to last station passed, cross over and run around the wreck, and take the word. Buggies were sometimes impressed to carry the word. Hand cars were not in use, each section gang had a small car and used a horse. Sometimes the wrecked train would not have to wait long for the following train, from the fact that there being no time card for freight, they would run close together. The writer has often seen two or three freight trains in a row pushing each other, and a passenger train in the rear of the whole lot, pushing too. They would have to keep this up until they came to a switch which would allow the passenger train to run ahead.

W. DeSanno.
Ex-Engineer.

Vulcan Illustrated.

MR. EDITOR:—In the September Magazine, page 671, Vulcan says:

"A fulcrum is that which supports a lever."

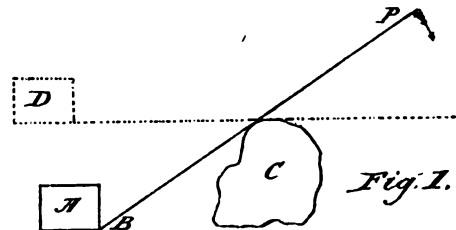
"It is that on which a lever turns or moves."

"The pivots of scales are fulcrums on which the beams turn."

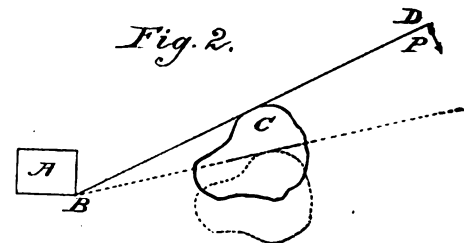
"The stone laid under a crowbar and across which we pry is a fulcrum."

"A fulcrum is ever at rest so far as all the points of the lever are concerned."

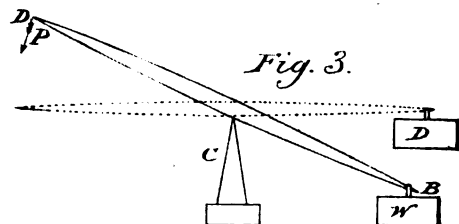
I fully concur in every one of these five statements, and I wish to illustrate them fairly.



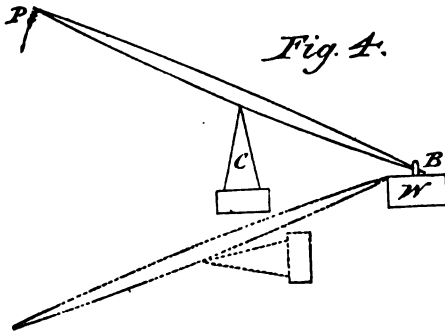
In Fig. 1, if the stone C "supports" the lever B P, if C stays "at rest" while we pry or move the weight A to D, and if the lever "turns or moves on" C, then the stone C is the fulcrum according to each of Vulcan's definitions—and I admit it.



But, if the stone C moves when we apply the power at P, Fig. 2, if it does not remain "at rest," if A becomes that "that on which the lever turns," then the fulcrum is at B, and C is merely the weight or thing moved; it is not a fulcrum by any one of Vulcan's definitions. Will he admit it?



In Fig. 3, if the pivot C "supports" the lever or beam PB, if C stays "at rest" while we lift the weight W to D, then C is the fulcrum by every definition of Vulcan—and I admit it.



But, Fig. 4, if the pivot C moves when I apply the power, if it does not remain "at rest" nor "support the lever," if W becomes "that on which the lever turns," then the fulcrum is at B, and C is merely the weight or thing moved; it is not a fulcrum by any one of Vulcan's definitions. Will he admit it?

When a wheel is simply turned on its axle or box, the fulcrum is at the center. I admit it.

When a wheel, axle, box, center and all, is moved by leverage contact with a track or point at rest, the fulcrum must be at that point of rest, according to Vulcan's own definitions. Will he admit it?

Amboy Division.

HERON, MONT., September 8, 1888.

MR. EDITOR:—As my letter was not published in the July *Magazine* I supposed that it had found its way to the waste basket, and naturally felt a little timid about writing again, but as it appeared in the August number, and as such writers as Mr. Lockwood and "Vulcan" noticed and welcomed me, I feel like visiting you again.

I made a very awkward blunder when I said the pin is the power. I should have said the pin is the point at which the power is applied. Mr. Lockwood noticed it, but referred to it in a very gentlemanly way.

I wish to give another illustration in proof of my argument: Place a common push car on the track, remove a board from the deck so that a stick can be made to stand upright against the axle, the lower end being driven into the ground, the upper end extending some distance above the deck. Tie a rope to the top of the stick; let a man seat himself on the car and pull on the rope, drawing the stick against the axle, and the car will move in the direction that he is pulling. We now have a lever of the sec-

ond kind, for the ground is the fulcrum, the car is the weight to be moved, and the top end of the stick where the rope is tied, is the point at which the power is applied. A lever used in such a manner acts in exactly the same way as the driving wheel of a locomotive does when the pin is above the center of the wheel.

Again, let the man remain seated on the car, take another stick by one end and place the other end against the upright stick, near the ground, and push, (but the upright stick should first be changed, so that in pushing against it it would bear against the side of the axle nearest the man) and the car will move in the same direction that it did when he pulled on the rope. I will not attempt to say what kind of a lever we now have, although it acts in the same manner that the driving wheel of a locomotive does when the pin is below the center.

I want to ask "Vulcan" a question. If the center of the driving axle is the fulcrum and the weight is at the circumference of the axle, why is it that an engine with cylinders of certain dimensions and small drivers will draw a greater load than one with large drivers, the cylinders being the same? The points of the lever are the same in both cases, according to his statement.

Ash Hoe.

MR. EDITOR:—The October *Magazine* is at hand, and while still interesting, it is not as full of communications in the Mechanical Department as some of the late numbers, but the Convention and its usual attending excitement has no doubt had its effect on the writers, who will be heard from with renewed vigor as soon as the Convention fever has fully subsided.

"Amboy Division" is again on hand and gives his definition of "Locomotive Power," in which I can agree fully, except in the point that contact with the rail changes the fulcrum to that point, which, before this, as "A. D." admits, is in the axle. All will admit that to move the earth a strong fulcrum must be found outside of it, but in a locomotive driver we have the power "within it," as it were, and moving with it continually.

Our friend and valued brother, A. H. Tucker, has at last found time enough to give us an article on the "water for sand" idea, on which he is inclined to pour cold water, as it were, by suggesting what would become of us when the mercury stood at 10 below zero in mild weather, or if we should like to make an imaginary "emergency stop." You have "just went and put your foot down on it," Bro. Tucker, just like you always do, when you find anything wrong. Of course, if you have more sand out in Missouri than you have water, it would pay best to use what is most abundant.

Bro. Tucker asks a practical, and it seems to me an important question, namely, "Does it take more or less water to do a given amount of work in a shorter time?" Observation will no doubt convince any one who chooses to investigate the matter, that if a locomotive is run at a speed of say 18 miles per hour (instead of 12, which is two-thirds of 18) we shall probably have to work her on fourteen to sixteen inches if we have a heavy train attached, in order to make the faster time, while she would pull the same train over the same road at the slower speed, while hooked back to seven or eight inches, or at the most, ten inches. As the distance traversed is to be the same of course, the number of revolutions in the drivers remain the same, and the same number of exhausts would take place; but in one instance we fill fourteen to sixteen inches of the cylinder with steam, in the other only ten inches, at the highest. The difference in the two runs would therefore be in favor of the slow run, and by a proportion even greater than the difference in time used, and this is caused because the ratio of resistance to train motion is in a proportion greatly larger than the difference in speed. Now, Bro. Tucker, I wish to ask a question somewhat like yours. Suppose a locomotive pulls a given train over a given piece of road in a given time. Will there be any difference in the amount of water in doing the work with 100 pounds or with 130 pounds of pressure? Of course there is to be no loss of steam through the pop, or in any other way, and the speed would have to be such that it could be done with 100 pounds pressure in the given time, the only difference being in pressure in my question, as it was in time in Bro. Tucker's.

"Eccentric" is on hand with a short article to the point, in which he asks "A. D." a question which will call out an answer that many of the readers will await with a great deal of interest.

Mr. Lockwood propounds several questions, and as they seem to have no connection with a hammer blow, I will venture to try to answer them as I think I comprehend the questions. As I understand the word friction, it is the act of two surfaces sliding upon each other, therefore I do not see that there is such a thing as friction in the bite of a wheel on the rail as long as it holds its bite, and only when the wheel slides or is slipping, do we say friction is manifested. The only friction that acts on the drivers of a locomotive is the friction of the boxes, which convey to the drivers not only the superincumbent weight but also the resistance of the whole train. According to my views, therefore, the axle is the place where the most friction (in fact the only friction) is found.

In regard to moving a train back, to be

enabled to start ahead, the rule works both ways, and in actual practice engineers often start ahead, to get a better start back. The advantage obtained in either case is the slack of the couplings, or compression of the buffers. When a locomotive has a heavy train all stretched out, it is almost impossible to start the train, but by backing up a few feet the slack of the couplings is taken, and the spring of the buffers compressed, so that when the locomotive again moves ahead, she starts one car at a time, and each car thus started adds its moving weight, to overcome the inertia of those at rest, until finally they all move. The same operation holds good for backing up a train, and it is therefore simply the slack, and the momentum of a heavier body overcoming the inertia of the lighter one, that is put into use in this practice. *Vulcan.*

MR. EDITOR:—Profiting by the admonitions of the *Magazine*, without introduction or apologies, I would like to take exception to the illustrations and conclusions of Amboy Division used in his contest with Mr. Lockwood's "astonishing proposition." While Amboy's figures and illustrations are ingenious and plausible, they do not demonstrate.

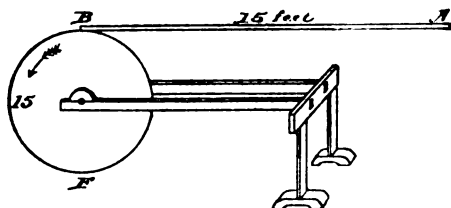
He assumes conditions to exist which do not exist. He is confused by the two motions: rotation and translation, when in combination. Therefore his lever illustration as shown in figure 1, which has but one motion, has no application to the case. His figure 2 is very ingenious but it does not prove that the top has moved "twice as fast" as the center, nor that the bottom has stood still.

A wheel is a unit, and when in rotation, the point that has no rotation while every other point is rotated, is inconceivable. As long as there is a top and bottom, those points can not change position without every other point changing also, therefore, the center partakes of the two motions: rotation and translation, as well as the surface points, and consequently the figure does not demonstrate, that the top has moved "twice as fast," or twice the distance of the center; nor does it demonstrate that the "bottom has not moved at all."

It is very clear that the point F of the bottom rail has not "moved at all," while the point A of the top rail has moved a distance of thirty feet. The reason that F has not moved is, because it is the point of support, and it can move no more than a man can lift himself by his boot-strap. If we consider the point of the wheel in contact with the rail, as the letter F, we shall find that, that point has passed, or traveled through the same number of feet that the point A of the top rail has, viz: thirty feet. But it has rotated through a circle of fifteen feet, or thirty feet in all. The point B of

the wheel has also made the same distance.

It is by virtue of this fifteen foot rotation that the top rail has advanced a distance of thirty feet, each foot of the rail coming in contact with each foot of the wheel. This will be very evident if we take one of the wheels and support it by a bracket, as shown in the accompanying figure: One



revolution of the wheel would advance or translate the rail fifteen feet, or the point A to point B; but it does not prove that A has moved "twice as fast" or twice as far as the center, C, which if it does not rotate, has no movement at all; consequently, twice nothing can not be fifteen feet. Neither can the point F be stationary, while the point B makes a circuit of 15 feet.

Amboy in his illustration with figure 3 contradicts himself. He says, by giving the wheel half a turn, B, C, D and E are brought together at A. If C has hold of a belt attached to the center point, and the center has no rotation, how is it that he moved at all? And if he has not moved, how is it that E has moved "twice as far."

Again, twice nothing is something, or twice no distance is twelve feet with Amboy. He surrounds E, D, C and B with conditions which he does not give to A. Therefore there is an error in his deductions. With a revolution, or a part of a revolution, if E is set in motion, his opposite or A should move also; and just so with D and B.

Give to each the same conditions, which should be done, and instead of their meeting at A, they would all meet at C, as the difference in the size of the wheel and shaft is as one to two. Again Amboy, since B is in the same relative position as A viz: the bottom of the wheel and shaft, how is it that B travels toward A?

J. B. Ward.

MR. EDITOR:—I have been interested lately in a paper appearing in the *Magazine* from "F. X. H.," describing the workings of an injector, also one from "Vulcan" on lubricators. There is one part of "F. X. H.'s" description he has not yet made clear to me which I hope he will do at no distant date. He clearly describes the passage of steam until it enters the receiving tubes and strikes the water, condenses, and com-

bines with the water in the combining tube C, and the momentum of the steam starts the water, and carries it to the boilers. Hence explain what part condensation plays, and if it does not condense, would the injector fail to work? I would like to inquire if you were going to tow a live engine, equipped with lubricator five or six miles, could you set the lubricator to air the valves? If so, please explain the passage of air from the lubricator to the valves and oblige a
Fireman.

Eccentric's Question.

MR. EDITOR:—On page 739, *September Magazine*, "Eccentric" says: "Won't 'A. D.' please tell us how far the bottom of the wheels have moved on the rail, F E, in a line with the dotted lines, c c, equal distances therefrom, in one revolution by translation, when the bottom has not moved at all?"

I answer, not moved at all. When the bottom of a rolling wheel "moves on the rail," we call it slipping. When a wheel does not slip the bottom does not "move on the rail" at all. The bottom is always at rest—or, to state it differently, one point in the wheel is always in absolute contact with the surface of the rail, and that one point of the wheel is the bottom. When it moves, another point takes its place as the stationary or fulcrum point, and it (the point which has last left the rail) begins its cycloidal journey through the air. The center is the only point of a rolling wheel which moves parallel with the rail, or which moves in a straight line. I have not the 1886 volume to see what "Eccentric" has said on the subject, but I hope I have made my position plain. The bottom of a wheel does not move on the rail any more than a man's feet move on the ground when he is running. One foot is on the ground, a base or fulcrum for the movement of his body, until another foot is moved through space to take its place. Neither moves on or along the the ground. If they should, we say the man slides or slips.

Amboy Division.

MR. EDITOR:—In my communication of July I ought to have said the air being so much "lighter" instead of higher.

In oiling valves running down grade in forward motion steam being shut off, how can smoke be drawn into the steam chest so as to dry and cause valves to cut. Such, some engineers say, is the case? I thought that probably it was caused by air in front of piston forcing valve off face. I would like to ask "R. H." if W. Stroudly was superintendent of motive power on the B. & S. Coast Railway, England, while he was connected with it.
W. A. Gore.

MR. EDITOR:—Mr. John A. Hill, the able editor of the *Locomotive Engineer*, is evidently determined to make the paper an indispensable necessity to every progressive engineman (locomotiveman would be a better and more appropriate term) in the land. Bro. Hill is ever on the alert for any new points and "kinks" in locomotive practice and management, and brings them to the notice of its readers in choice, plain Saxon English, easily understood by all. The items he picks up and comments on shows an attention to even small details, which might seem to be hardly worth noticing, as mark the following:

The new engines on the Erie have the hand rails extended through the cab. Men who have run locomotives whose boilers come through the cab will appreciate the new grip, if it will keep brakemen and others from resting their hands on injector throttles, and often shutting off a fine opening the runner has set for a heater—this is awful weather to talk about heaters.

—This may seem a trifle, but as the writer has found by personal experience while firing it can become the cause of much trouble. On a cold day, when we had just got our pump heater on the left side properly set, some brakemen of our crew and a drill crew that was to do work together, got into the left side of the cab, and leaning over the boiler, probably inadvertently, turned the steam off the heater. The pump became cold in a short run, and after a few minutes' stop was about to freeze, when we discovered it just in time to prevent damage. Attention to small matters is one of the lessons gained.

Again note the following on air-brake practice:

During a trip of over a week in which we traveled over more than twenty divisions of eight different roads, we took especial pains to note the way the automatic brake was handled, and found that there was a vast difference in men. On the Central of New Jersey and the Reading, the brake was handled particularly rough. In all the trip there was but one man, on the Pennsylvania, New York division, who invariably applied the brake with release till stop was made and had air releasing while train came to a standstill. Most of the others jammed on the brake on approaching a station, released it while everybody held their breath, ran into stations fast and threw brake on full while passengers changed seats and were thrown down by back lurch at final stop. Most of this is want of proper instruction. The rest is habit and carelessness. Many of these men would be benefitted by a perusal of the air-brake papers now running in this paper by an expert engineer, J. E. Phelan.

I note that Bro. Hill is ever trying to induce a better or a higher practice, having evidently taken "Excelsior" for his motto, and to further this end, he is urging on an intelligent use of every opportunity to procure knowledge, and carries it even to the Lodge rooms, in many of which, a "mechanical discussion" would prove a "total stranger," and would receive but a cool welcome. Bro. Hill says:

Don't have cheerless Lodge rooms. Brussels carpets and pictures don't always make them

enjoyable. Have a book-case with something in it; if nothing more, the bound catalogues of the different locomotive works, power brake, injector and lubricator companies, will be of intense interest and convey valuable information. Vote surplus money for books, papers, valve gear mod-*is*, etc. Division headquarters and Lodges ought to be schools of locomotive engineering on the cooperative plan. For a few hours once a week talk over what you have seen and heard during the week at your work. Thought and discussion can have but one result, and that is the good of all who take part, from the oldest bald head that sits upon the right hand, to the youngest cub who stands pigeon-toed in front of the Master Mechanic for having got left.

Thus encouraging "engine men" in the pursuit of higher knowledge, he is as ready to welcome and cheer the individual fireman, as proof of which I enclose the following:

Editor the Locomotive Engineer:

August number here and very interesting. I desire to ask you two questions. I have fired this locomotive three years and four months, and when I tell you it is the only locomotive I have ever had any experience with, I trust you will attribute my ignorance to that fact.

1st. What is the cause of a steam gauge getting light, i. e., showing less pressure? The gauge on my engine (an Ashcroft) has been in use about one year. About a month after it was put on I noticed, when starting my fire, that the pointer stood at 5 lbs., and it has been growing lighter (if that is the proper term) all the time, and now (August 5) the pointer indicates 95 lbs. (the engine is cold). To-morrow the pointer will get around to 200 lbs. and then not blow off, as the pop is set at 110. Will running a boiler over frequently affect the gauge? My engineer runs her over daily, frequently three and four times, sometimes so much so that he lets the water out at the blow-off cock.

2d. This engine is supplied with a Hancock inspirator. Do you think it right to leave the throttle open when not working water into the boiler? My engineer leaves the pressure of steam on the inspirator all the time, and there is a cloud of steam coming out of the waste-pipe continuously, and grows worse daily.

E. C. SEVERSON, Fireman.

CHUMUCKLA, FLA.

[The usual reason for a Bourdon (bent tube) gauge getting weak is because the tube gets hot, generally because there is no coil or trap in the steam pipe below it; when there is such a pipe, water, and not dry steam, comes in contact with the spring tube. If you take the hand off your gauge when the engine is cold, and place it back to 0, it will not be far from right. The proper way would be to test it by a good test gauge. Perhaps the pop might be wrong.]

If your engineer is in the habit of flooding the boiler three or four times a day and filling up until he is obliged to blow off, he is unworthy the title of engineer. We doubt if such work injures the gauge, but it strains and cuts and ruins a locomotive, and gives a fireman plenty of hard work cleaning. 2d. It is customary to leave globe valve open on inspirators. If the slide valve under the top cap (next to steam pipe) is tight, it is your check that is blowing at overflow; if it is the check instead of main valve, the instrument will be slow to start. From the observing and inquiring tendencies shown by this young fireman, we are inclined to think he will eventually make a sensible engineer. He is certainly entitled to a better pattern than the high-tide gentleman on his right.]

Bro. Hill is also ready to commend a division of engineers when it is on the right track, as follows:

The engineers of Truckee Division, No. 153, at Wadsworth, Nev., have invested \$250 in a fine, Richardson valve motion for their lodge room.

There will be more of this in the next five years than there has been in the past twenty, and it is well that there should be. Some day the officials of the roads will decide to hire or promote men on competitive examinations only, and they will find the men ready. Other States may take a notion to follow the lead of Alabama, and require locomotive engineers to pass an examination and carry licenses—if they do, they won't have to import engineers.

It does appear to every observer of railroad management, that a higher class of intelligence is demanded with each year of railroad growth, and that this demand of the public and of railroad managers, will in due time be followed by laws compelling men to pass an examination, and have a license, has already been foreshadowed in the legislation of some of our States.

Bro. Hill in thus advocating a preparation for the coming event, is proving himself the true friend of the coming engineer as he sees him in the person of the "dirty fireman," and we earnestly hope that his words will receive the attention they merit, and that railroads will not be obliged to "import" any engineers, but that our young men will be fully able to "fill the bill."

Bro. Hill in speaking of the coming Convention (now passed) in September, says:

The Brotherhood of Locomotive Firemen hold their 14th annual—or rather first biennial—convention on September 10th, at Atlanta, Ga. The B. L. F. has at its head able men, the rank and file are the flower of the land, physically and mentally, and we always hear something good of their Conventions. Without forgetting the other Grand Officers who seem to have been born for their places, the Order rejoices in and is especially proud of the Grand Secretary and Treasurer, Eugene V. Debs. Mr. Debs has had for years the money affairs of the entire order in his hands, and has handled hundreds of thousands of dollars that belonged to the widows and orphans of deceased brothers, and not a single penny has there gone astray; he has been City Clerk of Terre Haute, and not had to go to Canada; he has represented his district in the legislature, and his voice was always raised in defense of the right and denunciation of the wrong. Mr. Debs is also the editor of the *Magazine*, the official organ of the Order, and his editorials are the ablest and more widely read than those of any labor organ in America. The Firemen are the first to meet, and will be the first to act in regard to the proposed federation of railroad Orders, and, while older Orders ought to lead in these matters, we feel confident that the B. L. F. will acquit itself with wisdom, dignity and honor.

Bro. Hill is evidently satisfied with the action of the Convention as he voices his sentiments in the latest issue after this style:

The Convention of the Brotherhood of Locomotive Firemen, just adjourned at Atlanta Ga., declared in favor of the federation of the members of all Orders of railway employes, and appointed a committee (with full power to act) to confer with any committees that the other Orders may appoint. The committee are: F. P. Sargent, Grand Master; J. J. Hannahan, Vice Grand Master, and E. V. Debs, Grand Secretary and Treasurer. No other Order can appoint any abler men.

During the whole period of the "Q." strike no paper has been a more bold and fearless, as well as outspoken, advocate of the cause of labor, and every issue abounds

with articles on the subject, which do not leave us in doubt in regard to the sentiments of the editor of the *Locomotive Engineer*, and he has thus enshrined himself in the hearts of many for his persistent efforts in favor of the right as opposed to monopoly and avarice. With an expression of his appreciation of our Order, we must close, hoping his friendship has not given us credit for more merit than is due:

When the Locomotive Firemen's Brotherhood undertake anything, they generally strike out for something new, original and good. Their "souvenir," or programme, of the 14th Convention, held this month at Atlanta, Ga., is not only a work of art and tastefully gotten up, but contains illustrations and reading matter of interest to any railroad man, and being bound and engrossed like a volume of poems, it will be preserved. This is the finest thing of the kind we have ever come across, and the committee who sent it out deserve great credit.

BUFFALO, N. Y., September 1, 1888.

MR. EDITOR:—I see that "Vulcan" has given up the question of how the water in an injector averts over the pressure in the boiler, and I am not surprised when we read the explanations of some of our scientific men. Now, to my mind, the injector works on the same principle of a hydraulic jack. The pressure at the check is as many times greater as the spring at the check is times greater than the nozzle of the injector.

Now as brevity is the order of the day I will close and sign myself No. 12.

The heaviest train ever hauled is said to have been that of a hotel at Brighton Beach, Coney Island. This hotel building, 460 feet long, 200 feet wide, and weighing 5,000 tons, was underlaid with twenty railroad tracks. The building was made to rest on flat cars placed on the tracks, which led to the place where the hotel was to be placed, and then six ordinary eight-wheeled engines were brought into requisition, and when the signal was given they moved steadily to the place of destination with the hotel, without a stop or a mishap. The total distance was 500 feet and was a new departure in rail-roading.

In the healing of burns and scalds, where there is danger of contracting scars, rub the new skin several times a day with good sweet oil. Persist in this rubbing till the skin is soft and flexible.

The oldest locomotive, says the *Mechanical Engineer*, is in use on the Illinois Central, and has made a mileage of 1,650,000 miles.

The blowing of locomotive whistles upon the New Haven & Hartford road is estimated to cost \$15,000 per year. This means whistling at every crossing.

Woman's Department.

EDITED BY IDA A. HARPER.

HELPING ONE ANOTHER.

In running over the list of texts there seems to me to be no subject of quite so much importance as this. "Doing unto others as we would that others should do unto us," is the very essence of Christianity, it is the summing up of the ten commandments in a single sentence, it is a divine precept, adapted to no one people or one period, but as applicable to-day as when it was uttered nearly nineteen hundred years ago; and nineteen centuries hence, no matter what mighty changes may have taken place, this short and simple rule of conduct will declare, as no other language can, the exact relations that ought to exist between man and man. As every one of us in his weakness and misfortune and grief feels the need of assistance from his fellow creatures, by just so much does the obligation rest upon us to extend that assistance to others. What man is most honored in the community? Is it he who adds a farm or a business house each year to his possessions, who builds a mansion for his residence and whose bank account is never lessened except for his own personal expenditures? Or is it he who is ever ready to assist in advancing the interests of the city, who gives of his money, his time and his influence to promote the general prosperity? We have men of wealth in our city whose pockets are always closed. Those people who are ever doing some charitable work have learned from experience that it is useless to appeal to these men. Whether it is to bring some manufactory to the city or to give a little entertainment to the newsboys and bootblacks, the answer is always the same. If they opened their mouths to say "yes" their lips would say "no" from long practice. They would refuse to enter heaven if they thought they would have to assist anybody after they went in. They look forward to their final departure with great disappointment because they cannot take their possessions with them, while other people regard that event with considerable satisfaction because somebody else will then have an opportunity to enjoy their long hoarded wealth.

And there are other men whose name is the synonym for generosity and helpfulness. They respond as far as possible to every call for assistance, either from the community or the individual, and the calls are many and endless. And there are men who have never been able to accumulate great

possessions but who are a power for good because they are always ready and willing to take up and carry forward an enterprise or a charity. They have the energy and the ability, which are quite as necessary as money for such undertakings, and they take the time from their business or their hours of rest and recreation and encounter the disagreeable features inseparable from such efforts, all of which, weighed in the balance against mere money contributions, will bring down the scale. These are the men whose death leaves a great vacancy. People do not say, "How much did they leave and who will get it?" but they say, "O, how shall we ever learn to live without them and who is there to fill their place?"

What woman is best beloved in the community? Is it she who lives in luxury and sets the fashions and is distinguished for the elegance of her dinners and the novelty of her card parties, who knows nothing and nobody outside of her own narrow circle, takes no interest in the great questions of the day, does not wish to be disturbed by appeals for assistance and is blind and deaf to the outstretched hands and despairing voices all about her, crying, "Help me or I sink?" Or is that woman whose mental grasp is broad enough to appreciate and to assist the efforts everywhere being made for the enlightenment, the relief and the protection of her sex; who recognizes in every man a brother, in every woman a sister and as such entitled to sympathy and assistance where they are needed? And where are they not needed? Who among us all is so fortunate and so happy as never to need the sympathy and assistance of those around us? We may not say in words, "Give us balm for our wounded spirits and aching hearts." We may not even say by our looks that we are in the deep waters of distress with the life preserver floating almost beyond our reach. We may carry our heads very high, we may laugh and jest or assume an air of coldness and indifference or one of scorn and cynicism. By all these little deceptions do we hide the grief and humiliation and despair that threaten every moment to sweep us from our moorings. It is best that we should. If we cannot do this we should remain within those walls sacred to our emotions, that home which was founded to shelter us from the world. When we go abroad, however hard the struggle, we should hide all traces of the vexations, the cares, the troubles of our lives. This is one way in which we can help our fellow men. Every one we meet has his own burdens to carry. We do not want also to inflict him with our own. A bright countenance, a smile, a pleasant word are very insignificant things and yet they are full of helpfulness. There is this to be remembered, a kind act is never amiss. Some soul is always hungering and

thirsting for a token of sympathy. It is easy to see when one needs pecuniary or material assistance and not very difficult to give it; but somehow when we speak of "helping each other," the phrase takes on a different meaning. The word of advice judiciously spoken where it is needed; encouragement and cheer to the down-hearted; praise and appreciation to the ambitious; flowers and a tender message to the sick and lonely; endless love and forbearance toward our very own; tears and sympathy with those whose grief is too great for words; ah, who can even attempt to name the thousand ways in which we can "help each other." Heaven forbid that we should neglect these daily opportunities! It is through noble and generous deeds that character is developed and every act of generosity and kindness on our part brings us closer in kinship to Christ, our elder brother, whose life and teachings are the most beautiful example the world has given of helpfulness to humanity.

The article at the head of this Department was not intended for the *Magazine* but was prepared, on a few hours' notice with the subject assigned, for the mid-week church or prayer meeting. The editor has spent the last month at the bedside of a sick sister and with the pressure of many other cares and duties has found literary work an impossibility. Anything, however, is better than a failure and these few thoughts are given in the hope, that, with the full and entertaining convention reports and the pleasant and never-failing contributions, her usual rather lengthy article will never be missed.

THANKS are due Mr. Wm. Weiler for clippings sent; also to other correspondents for similar favors. No one regrets so much as the editors that we have not space in the Woman's Department for some miscellaneous reading matter. We accumulate valuable and interesting extracts from month to month only to throw them aside for want of room. We will have to be patient and make the best of what we have.

THE delightful accounts of the Atlanta Convention cause us still deeper regrets that we were not able to accept the cordial invitation of the Grand Officers. We shall enjoy for the coming two years the anticipation of attending the next Convention and meeting in person those we have known so long and pleasantly through their letters to the *Magazine*.

INDIANAPOLIS, IND., August 28, 1888.

To Woman's Department:

I have been silent because too busy listening, but nevertheless after reading "Cascade's" letter, I wrote an indignant reply, but after due delib-

eration, consigned it to the flames for the best reason—it was too long.

His statement that "women are too narrow-minded to vote," must be born of the same complaint in an aggravated form; and when he says of his wife and mother (as he surely must, for he broadly asserts "women are too narrow-minded,") etc., that their judgment is not as acute as his own, or the masculine mind, his assertion unflatteringly reflects upon his own mind. But giving him the benefit of a doubt as to whether his words were meant to convey so uncomplimentary a summing up of the feminine mind, it is plainly evident that "Cascade" is quite prejudiced against giving the crowning right to women as American citizens. Lest my remarks should offend (while it is not meant waving a flag of truce) I would say to him, "It were better to broaden your vision and select facts instead of fancies for arguments in the future. They are more convincing." It is safe to say that prejudice is the great barrier to women voting, for there are few men who would be guilty of contending that women are not mentally the equal of themselves; and there are but a few other objections that have even a shadow of a foundation, and all will in time give way like other structures built upon the sand of unpopularity. Though not the strongest advocate of woman's suffrage, I believe the time is not far distant when it will be as popular and efficient as it is now unpopular and when it does arrive I think instead of degrading either sex, it will but give an added dignity and respect to both.

The *Magazine* has contained many helpful, instructive and interesting letters of late, to say nothing of the amusement afforded by "Shandy," the incorrigible. We find him here and there and everywhere with apparently no other aim than to attack some one or to be attacked, but then he

"— is innocent as turtle doves,
Perpetually cooling,
With willing mates, where balmy groves
Invite a ceaseless wooing;"

therefore he is not to be censured, poor "Shandy," but heaven help all for whom he is wishing more "seductive blarney."

I had hoped to get a peep at Mrs. Harper while she was in Indianapolis attending the Convention, but missed my opportunity.

If some of the younger band do not become better from the helpful hints given their mothers, it will be because they are like "S. M.," incorrigible. But mothers, don't forget to season homerule with a good showing of love; it's the best domestic "cure-all" of any, and remember that duty is equally balanced in all just dealing.

—Beth Brerwood.

[Am sorry you did not call and see me. Do not fail to do so next time.—Ed.]

Mrs. GLADSTONE presided, a few days ago, at a public meeting held for the formation of a society of women in sympathy with the Liberal party, to offset the influence of the Primrose League. Women are coming to take part in politics more and more; and there is no reason why they should not.

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

**LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.**

NOVEMBER, 1888.

GLENWOOD, PA., SEPTEMBER 14, 1888.

Editor Firemen's Magazine:

For a long time I have studied on a plan which would partly, if not altogether, cause our monthly delinquent list to grow smaller instead of being enlarged every month. This list is not a necessity at all and it should be abandoned as soon as possible, and every good Brotherhood man should seek to have it accomplished as soon as possible, because it is not an ornament but a disgrace to our Order, and in a good many cases a great deal of the funds of the Lodges go along with the brothers on the list, which will never appear again in the treasury of the same, but must be counted as a thing of the past. I do not wish the brothers who may read this article to misunderstand me and think I am hard-hearted, stingy and miserly, and am overlooking one of the principles of our motto, namely, "Charity," because I am not. I am willing to extend a helping hand to any brother in need and divide equally with him with what little I possess myself, providing he is worthy of such assistance; but what I do object to and to which every brother who has ever given the subject any thought will acknowledge, is to hold brothers in good standing who have worked the year round, made from fair to good wages, and when they are out of employment one week, they have no money. Some of them don't need to be out of employment, and the Lodge is asked to carry him, and in nine cases out of ten every Lodge that assists this kind of members, has a certain amount to charge on the loss column; at least, experience has taught the members of 318 this lesson. Brothers, let us turn a new leaf with the beginning of our new fiscal year, let us try and banish this infernal list from our Lodge rooms and make up our minds to be good Brotherhood men or none at all. If we are good ones our reward will be double; we will have the respect and good will of all those that are men in every respect, and we will also have the blessing from

our Master above us. When we live up to our constitution and motto we simply fulfill His command. But on the other hand when we go into the Order simply to see what is going on, reap all the benefits that can be derived, and not care whether we pay in a cent or not or whether we have a constitution to go by or not, we discredit ourselves and injure the Order. I say let us get out, the sooner the better; because we are committing a double crime by staying. We abuse those that are willing to do what is right, and not least, we blacken our souls with this fearful stain, namely, perjury, which cannot be wiped out in all eternity, and for which one and all that are guilty of it must account on that great day which will come. I think if some of our brothers would look at this matter in this light more than they do, I am sure it would change their minds considerably. About a week ago I forwarded a copy of a constitution of a saving association drawn up for Holbrook Lodge No. 378 to our Grand Master for approval or rejection. At that time it was not altogether finished, but he understood the meaning of the same, and approved of it. It contains twenty-five sections and is too lengthy to publish, but we will have the constitution printed and will mail a copy to each Lodge that wishes to adopt our plan, if they will correspond with us. The object is to save enough money during employment to pay for assessments, dues and general dues when out of employment, sick or when not being able through any cause to make more than fifteen days per month. The money deposited, if not exceeding twenty dollars, can only be drawn under the above named circumstances, and then only enough to meet assessments, dues and so on, that are due the month the draft is made in. Deposits above twenty dollars can be drawn at will. All questions in regard to this matter will be cheerfully answered by addressing

F. J. Thomer,

ELDORADO, KAN., September 14, 1888.

Editor Firemen's Magazine:

When I receive the *Magazine* the first thing I look for is a few lines from Walnut Valley Lodge, No. 369, and when the last leaf is turned I realize my disappointment. Come, brothers, arouse yourselves. Our Lodge is not a year old and we have thirty members and all in good standing. Business has been dull on the Ft. L. W. & W. R. R. this summer and assessments have been heavy, but when the pay car rolls around instead of giving the Collector the dodge the boys walk up like men and brothers and call for their receipts. Brothers, you must pay your dues and assessments promptly in order to be Brotherhood men, and then we can boast of our noble Order. The brothers of 369 would like for some of the Grand Officers to visit them. They would be surprised to see what good meetings we have, but I admit that the visit would teach us a good deal.

As ever your friend and brother, *T. M. C.*

TO COUSIN NELL.

Dear Cousin Nell, your cruel song
Has punished me severely,
And melancholy fancies throng,
Which droops my eyelids tearily;
You've waited till my artless heart
Was very deeply smitten
By Cupid's sleep-destroying dart,
And then you sent the mitten.

Oh, sportive Nell! man's trusting faith
Is really more than human,
It always clings, though oftentimes scathe,
To love inspiring woman.
My plaintive grief, my moistened eyes,
My hopes and fears prevailing,
My fervid, fierce and foolish sighs
Have caused me constant walling.

Don't fling Italics at me, love,
For they're a holy terror;
I know I'm not like saints above,
Devoid of every error.
I'm built upon the human plan,
I'm not divine, you know it,
I ne'er knew woman yet or man
Who was and be a poet.

A hair-brained race we are at best,
Thin moonshine is our diet;
And this poor heart beneath my vest
Of late has not been quiet.
I hope we'll mingle voices yet
In spite of your disclaimer,
Instead of cousin be my pet
And bless your faithful dreamer.

Conceal from Mrs. Harper this
Request I make in candor.
Her pen drives like a serpent's hiss,
With editorial dander.
Whenever she's riled and lets it run,
With fluency most frightful,
Creating for her readers fun
At my expense delightful!

God bless her! I'll remain and sing,
While heart and brain shall mingle,
Or quilts are in a goose's wing
To write my artless jingle.
And, mind you, Nell, I'm not at all
Confused by adulation,
Because I really love you all,
Old Nature's best creation!

—Shandy Maguire.

NEW YORK, N. Y., October 10, 1888.

MR. EDITOR:—May I draw upon you for some of your valuable space to reply to Bro. "Reverse Lever," who takes me to task for some reflections published in the August number of the *Magazine*, upon the frequency of the expression found in resolutions, something after the following style: "Whereas, it has pleased God to remove our beloved brother," etc. I took the ground that it could hardly "please God" to remove a brother under any circumstance, and could not please God to remove him in the way they are removed in a majority of instances. Anyone seeing the mangled body of a fireman burned and scalded, writhing in the agony of indescribable pain, without regard to the why or the wherefores of the accident would never intimate that it "pleased God." Bro. "Reverse Lever" suggests a new departure—introducing the devil instead of God—after this fashion: "Whereas it has pleased the devil," etc. Evidently it would be an improvement, and we know of cases where it would suit the situation

exactly—cases in which only a devil could be pleased and he would have to be one of the meanest devils in or out of hell at that. If the expression, "Whereas, it has pleased God," is correct, is well chosen and represents the real condition of things, then it is useless to say God has multiplied occasions for being "pleased." And if the "Supreme Ruler" is pleased it is safe to say all heaven is also pleased, angels and arch angels, to the tallest seraph that adores around the throne of the "Invisible." If this is so what a joyous time there must be in the celestial home of spirits. There is sorrow on earth, widows moan and orphans weep, even stout men tremble in the presence of the awful calamities. Sympathy is aroused and the good are bowed in sorrow. Not so in heaven, there all are pleased because it has "pleased God" to remove a fireman in unspeakable torture. Bro. "Reverse Lever," and I think his lever is reversed, and his liver too, discourses upon the heavenly land, where bridges don't go down," etc. Very well. I hope all firemen will get there, but I don't believe it "pleases God" to take them via the C., B. & Q., where the number of wrecks is about equal to the number of the locomotives, or by torture of any kind. I repeat, the phrase "Whereas, it has pleased God" is provokingly absurd, and while it is meaningless it is ignorantly blasphemous. It is not wise to be everlastingly attributing pleasure to an inscrutable God. There are few men who know themselves and still a less number who know their fellow men, and to assert that it "pleases God" to see a man suffer an awful death is horrifying. Let us be done with it. Let the indiscretion forever disappear from the pages of the *Magazine*. It is unworthy of the intelligence of the age, and is a senseless repetition of words, moss-grown and mouldy, with the ignorance of past centuries.

Throttle.

COMO, COLO., September 13, 1888.

Editor Firemen's Magazine:

The most interesting social event of the season in this place was the opening ball given by High Line Lodge, No. 256, B. of L. F. in its new hall Aug. 30. The music was all that could be desired and the hall was artistically decorated with flags and banners.

In the rear of the hall, and facing the entrance, was a beautifully designed motto, "Welcome to All," and on each side of the hall the mottoes of the Brotherhood were displayed, mottoes expressive of sentiments and principles which bind in fraternal embrace, the members of the grandest Brotherhood in existence.

There were 125 couples in attendance from Leadville, Fairplay, Beuna Vista, Garos and Denver. A bountiful supper was provided by the Brotherhood, and after the viands had been discussed the dancing began and continued into the wee sma' hours and all regretted that the night was not longer. It has been many a day since Como witnessed such a brilliant affair.

W. D.

TO ANGELINE S.

My dear Angeline S., I am rather inclined
 To heave at you without any guard on my
 tongue;
 Yes, indeed, if I'd follow the bent of my mind,
 I would sing you a song, but I'll leave it unsung.
 You remember how well you remained in disguise
 At Detroit on that day when all things loomed
 so fair,
 As we glided away, 'neath the midsummerskies,
 In a round of delight, on the placid St. Clair?
 I have heard you were there, and we met I've
 been told,
 And they say I enjoyed a brief grasp of your
 hand!
 But I can't recollect if it was warm or cold,
 Or its pulse was serene at its owner's command.
 Had you said at the time, "I am Angeline S.,"
 How I'd toss off the years which have furrowed
 my head,
 And glide back to those days, then, my dear, I'd
 confess
 How I thrilled when you playfully wrote we
 should wed!

Handsome "Norah O'Neill" made up one of that
 crowd,
 And I floated away in an exquisite trance,
 With my feet on the deck and my head in a cloud,
 As I whirled her round through the maze of
 the dance.
 'Twas a brief summer day, but its glories shall
 live
 Till the last throb of life from my lips shall de-
 part;
 There is nothing this earth to us mortals can give
 More endearing than friends whom we greet
 from the heart.

Well I tender regards, and the next time we meet
 You must whisper me softly you're Angeline S.
 If you do I'll convince you I know how to greet
 An old friend with a hand-shake and hearty
 caress.
 Do not blush, in a brotherly kiss there's no harm,
 It will only be simply a touch of the lips,
 And perhaps a slight squeeze round your neck
 of my arms,
 At the time may the sun have a total eclipse!
 —Shanty Maguire.

CHICAGO, September 18, 1888.

Editor Firemen's Magazine:

DEAR SIR:—Being a reader of the B. of L. F. *Magazine* for the last few years and never seeing or hearing anything from the boys of Chamberlain Lodge, No. 186, I thought I would write a few lines, hoping they will find a place in some future issue. The Lodge is in a flourishing condition at present with Bro. John E. Callaghan as Master, and a good one he makes as far as making the boys keep their places.

Quite a number of boys have been promoted of late from the left to the right side and all seem to be doing well and giving good satisfaction for new runners. And I don't doubt but what they could from time to time write up something for the *Magazine* if they only took courage. Take for instance Bros. Geo. Undergraft, Wm. Stack, Geo. Blackburn and others, who are quite experts on the stump. The members of 186 took a good interest in the engine that took the special train of delegates from Chicago to Terre Haute en route to the Convention now being held in Atlanta, Ga. She was one of the finest decorated engines that ever left here. Some of the brothers worked pretty hard to make her a success and

deserve great credit for it. Bro. Geo. Undergraft and D. O'Connell superintended the work, while Bros. J. E. Callaghan and A. Olsen rendered some valuable assistance and displayed very good taste in fitting her up as they did. But the work could not be completed without the clever assistance of the ladies, and the thanks of the boys are due to Mrs. George Undergraft and another lady friend of her's, whose name I did not learn, who devoted their time to making rosettes and several other little things to complete the decorations, and I must say all the boys in 186 feel grateful to them for their kindness. I hope the ladies will always take such an interest in 186, and probably we will not have so many bachelors this time next year.

I won't trouble you with too much for the first time, and trusting this will not go to the waste basket but will find a place in your *Magazine*, I remain yours fraternally,

A Member of 186.

GREAT BEND, PA., June 20, 1888.

Editor Locomotive Firemen's Magazine:

Thinking that perhaps a line from Lackawanna Lodge, B. of L. F., No. 283, would at least find some interested readers, I therefore present the following:

We organized in 1884, with sixteen charter members. We now number forty-one true and tried, honest and brave boys, who will stand by the colors and principles of the Brotherhood in every conflict for the right.

Our Master, Bro. F. J. May, of Hallstead, Pa., is an earnest and faithful worker for the welfare and the advancement of our Lodge. We look ahead for grand results under his administration. He is also chairman of the Board of Adjustment, and well worthy is he of that position, as honesty and fair-dealing is one of the cardinal principles of his life.

On the whole Lackawanna Lodge is in a very flourishing condition. Its members are all in good standing, and with the help of the Grand Master of the Universe, we expect to continue in this way. Brothers visiting Great Bend are cordially invited to meet with us.

T. L. C.

SAN DIEGO, CAL., September 28, 1888.

Editor Firemen's Magazine:

As it is something unusual for the "boys" to hear from this part of the earth, I will remind them that there are a few of us operating a little railroad here all by ourselves in the far west, called the San Diego, Old Town & Pacific Beach R. R. Bro. Doyle runs the No. 2 and pulls Uncle Sam's mail. Bro. Fitzgerald is extra engineer and makes everybody tie their hair on when he gets at the throttle. Bro. McLoughlin holds the very responsible position of night foreman. Mo. Wilson, our Master Mechanic, is a very pleasing gentleman and any of the brothers that come our way will find him very entertaining. We have got three engines (Baldwin) and expect to have more pretty soon as they are all kept busy. As this is the first attempt from our little road, I will set brakes until later.

47.

THE ATLANTA CONVENTION.

The First Biennial and the Fourteenth Convention of the Brotherhood of Locomotive Firemen, at Atlanta, Georgia.

An Important Convention and a Highly Enjoyable Visit to the Sunny South Land.

The People of Atlanta Extend a Royal Welcome to the Delegates Which is Appreciated and Will be Remembered.

The First Biennial and the Fourteenth Convention of the Brotherhood of Locomotive Firemen, according to the vote of the Convention held in Minneapolis, in 1886, convened in the city of Atlanta, the "Gate City" of the South, on Monday, the 10th of September, 1888.

When it is remembered that the Brotherhood is continental in its jurisdiction, having its Lodges in every State and Territory of the United States and in every Province of the Dominion of Canada, it will be understood that the delegates arrived at Atlanta by all of the roads entering that metropolis, but the great majority found their destination by the great special train made up of a baggage car and five Pullman sleepers, which, starting from Chicago on Saturday, September 8th, arrived at Atlanta Sunday evening of the 9th, over the Western & Atlantic road.

The train was superbly decorated with flags and streamers bearing appropriate mottoes, and made the run without an accident, and was received at Atlanta with enthusiastic applause.

As is always the case, the journey to the convention and the public proceedings were embellished by a large number of ladies, the wives, sisters, mothers and sweethearts of the delegates, and their approving smiles and vivacity, gave the occasion a charm without which there would have been a superabundance of languor, but their presence made the days go by as cheerfully as a brook ever laughed and danced on its journey to the sea.

MONDAY, THE 10TH.

During the day there were meetings of the delegates for business purposes, at Concordia Hall, and organization was effected and a meeting was held to hear an address by Grand Chief P. M. Arthur, of the Brotherhood of Locomotive Engineers. But the grand demonstration was reserved for the evening, to be held at

THE GRAND OPERA HOUSE,

and that our readers may have a correct idea of the display, we quote from the Atlanta Constitution of the 11th:

Headed by the Atlanta Rifles' band, and the bearer of the Brotherhood's silken banner in purple and gold, and with their badges flashing in the electric light, the delegates formed on Pryor

street, at about 7:30 o'clock last evening, and the long line with two abreast stretched away towards the junction with Peachtree, and when the signal to march was given, it formed one of the prettiest processions that has ever marched through Atlanta's streets. The line of march was over the following streets: Up Pryor to the junction with Peachtree, down Peachtree and up Whitehall to Mitchell, turning from Mitchell into Broad, and down Broad to Merrietta and thence to the Opera House. The delegates marched to the inspiring music of the Atlanta Rifles' band. Here the procession filed into the Opera House, and then the carriages containing Governor Gordon, Chief Arthur, Acting Mayor Collier, Hoke Smith, Grand Master Wilkinson, of the Brotherhood of Railway Brakemen, and the officials of the Brotherhood, were driven up to the grand entrance. The speakers entered the Opera House by the stage entrance, and as Chief Arthur and Governor Gordon walked to their seats upon the stage, the audience, which was just in a proper mood for cheering, recognized this opportunity and made the most of it.

THE PROGRAMME

prepared for the occasion was fully carried out and was as follows:

Music.
Invocation—Rev. T. P. Cleveland.
Address of welcome to Atlanta—Acting Mayor Collier.
Address of welcome to Georgia—Governor J. B. Gordon.
Music.
Biennial Address—Grand Master F. P. Sargent.
Music—"Hail to the Chief."
Address—Grand Chief P. M. Arthur, of the B. of L. E.
Address—Hon. Hoke Smith.
Music.
Address—Grand Master S. E. Wilkinson, B. of R. B.
Address—Hon. W. A. Bosard.
Address—Vice Grand Master J. J. Hannahan.
Benediction—Rev. T. P. Cleveland.
Music—"Auld Lang Syne."

The Opera house was full to overflowing and presented a scene of beauty, animation, happiness and enthusiasm rarely witnessed, and the splendid music of the Atlanta Rifles' band added indefinitely to the enjoyment.

ACTING MAYOR

Hon. Charles Collier presided, and was the master of ceremonies, and on the stage were Grand Master Sargent, Vice Grand Master Hannahan and Messrs. Baird, Young, Hetzel and Hollinsworth, of the Atlanta Lodge. Chief Arthur, Grand Master Wilkinson of the Brotherhood of Railway Brakemen, Governor John B. Gordon, Mr. Hoke Smith, Mr. Burton Smith, Rev. T. P. Cleveland and Mr. W. A. Bosard.

Rev. T. P. Cleveland opened the proceedings with an earnest and appropriate prayer, and after the Atlanta Rifles' band had rendered an overture, which was loudly applauded, Mr. Collier advanced to the front of the stage and delivered the following

WELCOMING ADDRESS.

Gentlemen of the Brotherhood of Locomotive Firemen: In the absence of Mayor Cooper, who has been unexpectedly called to a distant city on official business, it becomes my very pleasant duty to extend to you the welcome that Atlanta has ever ready for the stranger who comes within her gates on good intent. Atlanta feels a just and becoming pride in having as her guests this

evening the representatives of a great organization whose well deserved reputation for wise conservatism has commended it to the confidence and esteem of the American people. To you, as the representatives of such an organization, and to your distinguished guests, who honor both yourselves and our city by their presence, we extend not the mere lip welcome of a dress parade formality, but the cordial, hearty welcome and God-speed of a brave people, who love their fellow-men and are quick to sympathize with and applaud every agency which tends to elevate and upbuild struggling humanity.

With an abiding faith that a spirit of wisdom, justice and moderation will guide you in all your deliberations and crown your labors with an abundant success, we congratulate you upon the brightening promise of the speedy coming of that auspicious day when individual and aggregated capital shall recognize to its fullest extent all the rights and privileges of individual and aggregated labor and join hands with the apostles of humanity in the great work of upbuilding and strengthening and perpetuating the industrial independence of all classes and all conditions of mankind. In the confident hope of the speedy coming of that day, the brightest, the bravest and the best of young American cities, proud of the distinction you have shown her, bids you welcome to her gates, to her homes, and to the hearts of her people.

The address of acting Mayor Collier was received with the most hearty demonstrations of approval and when it had subsided, he introduced to the Convention

GENERAL JOHN B. GORDON,

Governor of Georgia, who was received with tremendous applause, which continued for some time. General Gordon spoke as follows:

"Ladies and gentlemen, fellow-citizens, brothers—As these words fell upon their ears, coming from the chief executive of the state, the firemen broke forth once again into cheering that shook the very walls and made the gas jets flare as if astonished at such an unusual concourse of sounds. Continuing, Governor Gordon said: 'Yes, I am glad to call you such.' [Renewed applause.]

Georgia, made already as she claims to be, and as she is recognized to be, the empire state of the South, recognized the true dignity of labor, the necessity of labor, for to labor she owes the greatness she has achieved.

To say that you are welcome to Georgia would but feebly express the welcome we extend to you. Had I the power I would take the heart of this great commonwealth and lay it at your feet. [Applause.] Of course you are welcome.

Every good thing is welcomed to Georgia, and I know of no better thing than this brotherhood which confronts me to-night.

In all the union and all the world, labor is the true insignia of true nobility, as well as the passport to the confidence, respect and admiration of the world. [Applause.]

There is about and associated with this particular brotherhood a sentiment which should be encouraged. To your labor must be added, if you are competent, courage, a courage which would become the bravest soldier on any battlefield. [Applause.]

Welcome! There are a hundred reasons why you are welcome. We want to show you Georgia. We have a great state, and such men as you have made it great.

And I want to say to you right here, that had we a million like you we would be fourfold greater. [Applause.]

Welcome! Why, assuredly so. Hospitality is proverbial in Georgia, and to you, my young friends, she extends that hospitality as free as the vitalizing air around you.

We welcome you because you represent every-

body worth knowing. You represent all sections of this great country of ours, even the territories, every section from Canada to the gulf. We not only welcome you to Georgia, but are glad of having an opportunity of doing that. My sincere belief is that such gatherings as this—I go further: just such brotherhoods, or organizations and cooperative institutions—are knitting together in a way that nothing on earth can sunder our great brotherhood of American freemen. [Loud and prolonged applause.]

"We are glad to see you," continued Governor Gordon, "on many accounts, and I'm told that Canada is here."

"Yes, she's here," came a voice from the audience.

"I'm glad to see you, Canada," exclaimed the speaker, which brought forth a perfect storm of applause.

"We are very near to Canada, and there is some talk of trouble between us and Canada. I want to say to you that if that trouble does come we'll be a great deal nearer to Canada than we are now when it's over with. [Tremendous applause.]

And now on that line I want to say one word: To the men of the north and east who have an interest in the icy waters of that country which furnishes us with codfish, as well as all other sections, I want to say this: We welcome you here with open arms, and I want you to carry back with you to your homes, wherever they may be, this one thought—there is not a man in Georgia, there is not a man south of the Potomac river, to the best of my belief, that has a dollar's interest in this vexed fisheries question. But if any trouble should grow out of this affair, I tell you that Georgia and the Southern states will rally to the support of these interests an invincible host. [Applause.] This is no idle talk, for where an American interest is touched, no matter where that interest has its home, you will find us by your side. [Great applause.]

"I do not know whether you are democrats or republicans, and I do know this, you have grand opportunities to better yourself in every way, and you should employ them up to the limit of consistency with the right of every other freeman, and in that sense, and with that conception of your organization, my friends, my brothers, I welcome you to Georgia."

Never in the history of the Brotherhood has an address been delivered at any of its conventions that awakened such enthusiasm, such numerous and prolonged outbursts of applause. At the conclusion of Gen. Gordon's speech the demonstrations of approval produced a scene of the wildest confusion, and continued until the audience was exhausted, and the eloquent speaker was required time and again to bow his recognition of the honor done him.

The cheering gave way to music by the band, after which the President of the meeting, in a manner highly felicitous, introduced

GRAND MASTER F. P. SARGENT

who as he arose and stepped to the front of the stage was received with prolonged cheers, which said, "Well done, good and faithful servant." The delegates knew through what fierce conflicts their Grand Master had passed since they had met him at Minneapolis, and their warm greeting was in the nature of an ovation. Grand Master Sargent spoke as follows:

MR. CHAIRMAN: The representatives of the great Brotherhood of Locomotive Firemen—delegates from 385 lodges—come to Atlanta to

held the first Biennial Convention of the Order. The Brotherhood has lodges in all the provinces of the Dominion of Canada, as also in every State and Territory of the great American Republic. It is a national and international brotherhood. It does not stop to consider natural or artificial boundaries. It crosses mountains, rivers and inland seas with equal facility. It follows where the iron track is laid—and builds its lodges in the cities and villages of the plain, in the valleys, and in the places where the locomotive climbs to the habitations of man above the clouds. The Brotherhood of Locomotive Firemen knows no North, no South, no East, no West. In its aims and ambitions, in its legislation and literature, it has one supreme purpose, and that is to bind in one fraternal body the locomotive firemen of the continent.

It may be said, and possibly with some show of truth, that the Brotherhood has been a little slow in invading the South, and yet it will be seen that No. 8 of our 385 lodges is credited to Texas, showing that in the infancy of the Order the field of its vision included all the sunny southland, and that the Brotherhood has been watchful of opportunities and standing ready, as railroads increased their mileage, to establish lodges, and to extend to locomotive firemen of the South the blessings conferred by the organization. I must not be charged, Mr. Chairman, with a desire to eulogize the Brotherhood of Locomotive Firemen unduly, when I say it is watchful of opportunities to extend the area of its jurisdiction. It has not been unmindful of the massing of mighty forces throughout the South, to develop the vast resources of this section of our country. During the past two decades the splendid showing of the advancement of the South is simply phenomenal. It has been the theme of statesmen, and statisticians have verified their statements. Whatever may be said of other sections, railroad building in the South is yet in its infancy, and with the extension of its railroad systems there will be a corresponding growth of our Brotherhood. It will be here to grow up with the country, and to contribute in the South, as it has elsewhere, since its organization, in furnishing railroad corporations with men competent and reliable, to aid them in carrying forward their grand enterprises.

Mr. Chairman, the history of the Brotherhood of Locomotive Firemen, without embellishment, needs only a competent pen to make it read like romance; it is a history in which in numerous instances fact takes on the coloring of fiction. It has often been recited in the presence of the representatives of the Order, and of representative men in all the higher walks of life, and has elicited applause and admiration for the display of those sturdy qualities of manhood, essential to success. It is now something over fourteen years ago that eleven men, locomotive firemen, decided to organize the Brotherhood of Locomotive Firemen. The actual date was December 1, 1873. These men met in the town of Port Jervis, New York, and the organization of Deer Park Lodge, No. 1, resulted. It was the first Lodge and Grand Lodge of the Order. They were working men. Thoughtful and practical, they believed something could be done to promote the welfare of men of their perilous calling—they were wise in their day and generation—and yet they builded better than they knew. December 1, 1873, Lodge No. 1, September 10, 1888, Lodge No. 385. December 1, 1873, membership 11, September 10, 1888, membership 20,000. I hold that the eleven men who planted the Brotherhood tree December 1, 1873, did not anticipate such a glorious fruitage. But the growth of the Order in Lodges and membership, however gratifying the facts may be, by no means constitutes the sum total of achievements upon which the Brotherhood rests its claims for the approval of the public. The history of the Brotherhood of Locomotive Firemen is a history of advancement, not only in Lodge and membership, but an advancement in moral, educational and intellectual force. As a Brotherhood we champion the virtues of so-

briety and industry, neither a drunkard nor a lazy man can secure membership in our Order, and no sooner does a member give evidence by his conduct of his crookedness—a term which has a wide significance—than he is required to resign or is promptly expelled. Vagabondage in none of its repulsive phases is tolerated in our Brotherhood. From the first it has been our high aim to inculcate uprightness in character and conduct and to maintain moral, social, educational and intellectual progress.

In saying this for the great Brotherhood of Firemen it is not to lay claim to some new, vitalizing and ennobling principle, previously unknown to organizations of workmen—but we do claim to have made such principles fundamental in our Order, upon which the superstructure has been reared, and which, when the storms of adversity or detraction have beaten fiercely upon it, and when the floods of malice have dashed against it—all combined did not overthrow it—because it was built upon principles of eternal justice.

Nor is this all. As I stand here before this audience, here in the very center of the great and prosperous South, I confess to a desire to go into details in telling this assemblage, in simple language, what I know about the Brotherhood of Locomotive Firemen. It is a tale of love, of devotion, of sacrifice, of courage and triumph.

As I unroll before you the map of the continent with its 175,000 miles of railroad, with almost innumerable trains flying hither and thither, I would show you on every locomotive, a locomotive fireman, without whose services every locomotive would stand still. I would show you these trains plunging on at a fearful speed, around curves, into tunnels, over streams and chasms, and up mountain sides until the iron steel stands still above the home of the clouds. You should see the humble, unpretentious homes of these sturdy men, where wives and children, fathers and mothers wait and watch for their coming when the day's task was finished. I would have passed in review before you those fearful disasters, often inseparable from their calling, where the firemen go down to their death, and then I would have you see the Brotherhood with loving hands, gather up the remains and bear them away to Christian burial. This done, I would have you go with the Brotherhood to the darkened home, the bearer, not only of sympathetic words, but with fifteen hundred dollars to lighten the burden of bereavement and dispel somewhat the disconsolation incident to death. In this way, and in quick response to obligation, the Brotherhood of Locomotive Firemen has disbursed millions of dollars. Such incidents constitute the luminous pages of its history, and are destined to shine with resplendent beauty in the memories of all worthy firemen.

The Brotherhood of Locomotive Firemen is a labor organization, and necessarily takes a profound interest in the welfare of wage men, who earn their bread in the sweat of their faces.

The Brotherhood of Locomotive Firemen is in close alliance with the Brotherhood of Locomotive Engineers—not that the laws and usages of the one in anywise affects those of the other—but rather because the goal for which the fireman struggles is the throttle of the engine. For this he toils night and day. For this he studies. The prize is not won at a bound. Years of patient toil are required. It may be said that 90 per cent. of all the locomotive engineers have come from the ranks of firemen, and this fact brings into proud prominence the importance of the Brotherhood to the railroad interest of the country. The Brotherhood of Locomotive Firemen tolerates no man who is not sober and industrious. They must be men who value character and respectability; they must be men of good report, and such men are being advanced continuously from the scoop to the responsible position of engineer. It requires of me no labored nor extended argument, in the light of such facts, to justify the assertion that the

Brotherhood of Locomotive Firemen has been engaged from the first in the laudable work of furnishing the railroad interests of the country a class of engineers whose character and capabilities were such as to command confidence.

There was never an organization of workingmen more conservative than the Brotherhood of Locomotive Firemen. The members of the Order, since its inauguration, have had bitter grievances to complain of, but strikes have been avoided when arbitration and concession could, by any possibility, be made to reconcile differences. No organization of workingmen has more fully studied the results of strikes, nor more heroically defended principles of justice and fair dealing. This is not the occasion to enter upon a discussion of the losses and gains of strikes. The Brotherhood of Locomotive Firemen is not a striking organization, in any odious sense of that term, and in justification of this declaration permit me to say that during the existence of the Brotherhood, now almost fifteen years, it has been engaged in but three strikes, that on the C. B. & Q. system of railroads, and two others of minor importance. I have referred to the growth of the Order from eleven men in 1873 to 25,000 in 1888, and from one Lodge to 385, with Lodges in all the provinces of the dominion of Canada, and all the States and Territories of our great republic, and yet there has been but three strikes, not because there have not been multiplied grievances, but because the Brotherhood is animated by a peaceful spirit, always appealing to arbitration as the better way to settle grievances that from time to time arise, and it was only when the great C. B. & Q. corporation denied every effort at arbitration that on this morning a strike was ordered and is now going forward.

It is not my ambition to recite the history of that strike. I am not required to declaim how a great and prosperous corporation, in the space of six months, in millions of money has paid the penalty of its injustice to employees, whose fidelity to its interests, demanded different treatment. But it may be asked, how has the Brotherhood deported itself during the trying ordeal? Let me answer, that the banners of the Brotherhood are still waving in hopeful defiance, and in anticipation of victory, and the men who have made, and are still making, sacrifices, exhibit an unwavering faith in the triumph of the right.

In surveying the field nothing comes into view sufficiently formidable, in my opinion, to arrest the triumphant march of the Brotherhood. The future prospects of the Order are such as to afford assurance of healthy progress. It would be supreme folly to anticipate exemption from ills incident to all human enterprises. The mission of our Order is peace on earth, good will toward men, but taught in the school of experience, we know that storms and battles will come, putting to the severest test the convictions of our membership and the courage of conviction. We know that in the past the Brotherhood of Locomotive Firemen have been equal to every emergency. It has learned wisdom from its mistakes, and the darkest days of its history have been those which immediately preceded its grandest triumphs. United, harmonious and trustful, the future prospects of the Brotherhood are such as to furnish the most gratifying assurances of growth in numbers, power and influence.

One of the most significant signs of the times is the tendency of labor to organize. It would be difficult to name a trade the members of which have not formed an organization for mutual protection, and in the great organization of Knights of Labor persons are received other than skilled workmen. I do not propose to discuss the philosophy of this tendency among workingmen to organize, though I regard the movement as eminently worthy the attention of statesmen and the students of political economy. But referring to the great railroad enterprises of the times, it is interesting to note the various organizations of railway employees, and to examine with special care the purpose they have in view.

I shall not trespass upon your patience beyond the time required for the mention of such organizations of railroad employees as are connected with the running of trains, engineers, firemen, brakemen, switchmen and conductors. The men engaged in these various departments of the railroad service, are, by virtue of their duties, made cooperative.

They are independent of each other.

In a broader sense, it may be said that all departments of labor are cooperative, but in special manner I hold that the employees in the departments of the railroad service I have named, are cooperative; made so in the very nature of things and by circumstances which can be neither changed nor modified.

The question arises, and it is one of the greatest gravity, shall this natural and irrevocable cooperation become the basis under wisely prepared guarantees, of a federation for mutual protection in case of an emergency? Recent events have given prominence to the proposition, and the demand is that action shall be taken, and that in the future the brotherhoods of engineers, firemen, brakemen and switchmen shall form an alliance offensive and defensive for mutual protection, when an emergency arises demanding the exercise of their united power.

Before closing I desire to pay tribute to our sister organizations in the labor world. The Brotherhood of Engineers, the pioneer of the brotherhoods, and here represented by their honored Grand Chief, P. M. Arthur, who has been identified with it since its inception, has the best wishes of the knights of the scoop and pick. Our close relations in life bind us together in bonds of sympathy, and while each organization preserves its own individuality, let us extend the band of fellowship and aid each other in all things that will tend to advance the welfare of the men who make up our ranks. Let brotherly love prevail and let us live as engineers and firemen that when the last hour shall come and we are called to appear before the Grand Master of the universe, we will receive the reward that awaits all those who follow the teachings of the golden rule, "Do unto others as ye would that they should do unto you."

To the Brotherhood of Brakemen, the Switchmen's Association, the Knights of Labor, and all associations organized for the mutual protection and elevation of their members, the Brotherhood of Firemen extends greetings and wishes them the fullest measure of success. We admire the rapid strides the several organizations are making, and believe the future of the working classes will be luminous for brilliant achievements through a more thorough organization, and the making of laws that will not only better their own condition, but be of vast benefit to our country, the home of prosperity.

To the ladies who add to the beauty and pleasure of this gathering, we pay special tribute. From the early dawn of our organization the ladies have been our steadfast friends and admirers. They have decorated our Lodge rooms with their handiwork, thus making pleasant the hearthstones of our Brotherhood. They have spoken words of cheer in the dark hour of adversity, and when prosperity dawned upon our Order there were none more pleased than they. No one can estimate the worth the ladies are to our institution. How much we owe to the mothers, sisters, wives and sweethearts of our brothers! And to-night, when we look into your sweet and smiling faces, we know that you are a good omen that voices the success of our organization and wishes us a pleasant visit in Atlanta. May your pathway in life lay in pleasant places, and may heaven shower its richest blessings upon the ladies of our country.

To the distinguished gentlemen who have and will to-night address us from this platform, we can pay no greater compliment or show a higher appreciation of the honor conferred upon us than by cherishing in our memories the sentiments that have fallen from their lips.

His honor the mayor, his excellency the gov-

ernor, representing this empire city and state, have opened the gates and bade us enter. Let us so deport ourselves while the guests of such hospitable people as are the guests of this sunny clime that when we adjourn and return to our several abodes we will leave behind us warm admirers of the Brotherhood we represent, and that his excellency and his honor will take pride in saying to their people whose interests they guard that the representative men of the first Biennial Convention of the Brotherhood of Locomotive Firemen are true followers of the teachings of the motto: "Protection, Charity, Sobriety and Industry."

Mr. Chairman, I have detained you already too long, and it only remains for me to express for myself and for the great Brotherhood of Locomotive Firemen the pleasure we experience in being the guests of the beautiful city of Atlanta—a city famed for wealth, culture and progressiveness.

The thirteen annual conventions of the brotherhood have been held in some of the great centers of population of the country, from Boston to Denver, from Philadelphia to Chicago, and from Toronto to Indianapolis. We know what it is to be welcomed with opened arms by governors and mayors, editors, merchants and railroad officials, but many a year shall come and go before we shall forget the welcome this day accorded us by the good people of Atlanta.

At the conclusion of Bro. Sargent's address and while the boys were still testifying their appreciation in cheers, the band struck up "Hail to the Chief," and when the last sound had died away, the President arose to introduce Grand Chief Engineer

P. M. ARTHUR,

of the Brotherhood of Locomotive Engineers who was received as he should have been with every possible testimonial of respect. He spoke as follows.—

Ladies, Friends and Brothers: I have not come here with any prepared address, but have come for the purpose of giving you a little plain talk and some fatherly advice, and if I should deal with facts and figures, don't get offended if they hit you. Or, in other words, if the shoe don't fit you, don't put it on.

As I look into these faces before me I ask whence come these men? From the north, south, east and west, representing one common cause—the interests of labor and its integrity. In order to trace the work that has made such a gathering possible, it is necessary to go back with me to the day when there were no railroad associations, and well do I remember that time. When I began my railroad career, thirty-six years ago, what was the condition of things then—and even up to 1863? Now, let us be honest. Many of you were not firemen then [laughter], but some of you were, and those who were will verify what I say when I tell you that a comparison of that time with the present proves conclusively that the hope of labor lies in organized effort.

What was the moral condition of the men who were railroading in the days of which I speak? I am sorry to say that it was not what it ought to have been, but such is the case. But from that very fact I want to show you what can be accomplished by organized effort. What the result has been could not have been accomplished by individual effort, and this alone proves the value of organization. Take the pay of engineers and firemen, in those days \$60 and \$40, respectively, and these were the salaries no matter how many hours you worked, or how many miles you run, nor did it matter what exposure or hardship lay in the line of duty, the pay was just the same. But organization has changed the scale of wages as well as raised the morals of the engineers and firemen of to-day.

In those days, I am sorry to say it, when an engineer or fireman was wanted for duty, he was too frequently found in a saloon. Many a man has grown rich on the money spent in bar rooms by railroad men before these associations were in operation. And mark the change! Could it have been accomplished by individual effort? Could your organization have paid out its thousands and thousands of dollars to the widows and orphans who were deprived of their support by the hand of death? And when this was done, do you not benefit the communities in which you live by putting beyond the reach of want the loved ones of brother members?

And so, viewed entirely from a financial standpoint, these organizations have paid the firemen as well as the railroad. On all well-ordered roads the contract system is now in force, and who would have thought of that in the days when there was no organization? On the New York Central, where I spent twenty-two years of my life, I remember a time when we thought we were not getting pay enough, and sent a petition to that effect to the superintendent. What did he do with it? [A voice: Threw it in the waste basket.] He tore it up and threw it in the waste basket and discharged every man who signed it. [Applause.] And that put a quietus on petitions for more pay for some time afterward.

But times changed and the Brotherhood of Engineers was finally organized, and again we asked the same gentleman, who was still on the New York Central, for more pay. We didn't petition this time, but sent a committee. What was the result? After a little—a very little parleying the wages of engineers was advanced fifty cents a day and that of the firemen twenty-five cents. [Applause.] And as time passed on we heard rumors and threats that were intended to discourage us. We heard that the railroad managers were going to spend millions of dollars to disband and crush our organization. But we went quietly on, and in 1869 we fixed a rate of service on the New York Central that is in effect there to-day, and through the good effects of your organization, firemen receive 55 or 60 per cent of an engineer's pay. [Applause.] That is why I ask if, viewed from a financial standpoint, has not the organization been successful? [Cries of "yes, yes, yes."]

Organized labor, with truth, justice and sobriety as its basis, is bound to succeed, and not with the combined opposition of a thousand such men as Stone and Perkins can its good effects be counteracted or destroyed. [Loud applause.] The men who know nothing about railroads, who have never served the apprenticeship that gives them the knowledge of what is just and right towards their employes, are not the men from whom you may expect justice.

Now, my friends, I have been talking of the financial gain that comes through these organizations. That is really a secondary consideration. The great question is what has been accomplished in a moral way. And I believe that the men who are conversant with the moral standing of engineers and firemen of the days when we had no organizations will admit that their morals have improved fifty per cent.

And who reaps the benefit of this? The railroads and communities, and I have shown you in what way they benefit, for were it not for our organization would it not often happen that the widows and orphans of our brothers would be dependent upon charity for support? And the railroads benefit by receiving a higher grade of service from responsible and honorable men. [Applause.]

And now a few words of advice to the members of the Brotherhood. Most of you are younger than I am and can afford to take it. I know your faults and failings, your good traits and your bad ones, and I hope you will take my advice, though I know the engineers are as bad as you are. [Applause.] When you reach the end of your trips, instead of spending your leisure hours in places of bad resort go home to your families—if you have one, and if not go and get

one. [Applause.] Don't sit around the card tables and spend your time and money in a disreputable way. I don't say you will get drunk, but you may, and I have been preaching against this evil, which I consider the greatest we have to contend with, for over twenty-five years.

"Give your families the benefit of your time and not hang around the saloons or the round house, with a wrench in one hand and a piece of waste in the other, trying to fool the Master Mechanic. He don't think any more of you. [Applause.] If you are a fireman be the best on the road, and render fair service to your employers, make your engine steam with as little coal as possible, don't waste any oil, hold up your head, look your Master Mechanic square in the face and make him think you are as good a man as he is. [Applause.] And you are if you only try to be. It is not the cloth that makes the man—it is character. Our banners and mottoes amount to nothing without character. Make the best of your opportunities, for there is nothing to which you may not aspire, and the firemen of to-day are the engineers of to-morrow.

"I am proud of you to-night, and I can only say that if you continue to improve and increase in the future as you have in the past, nothing can prevent your success, and when our mutual enemies lie mouldering in the grave these organizations will be living, prosperous and respected among men. [Applause.]

"Aim high. Aim to fill any position, for no man reaches a higher plane than he aspires to. And when you are tired of being a general manager or president of some railroad, why, get yourself elected President of the United States." [Applause.]

Turning to Governor Gordon as he finished this sentence, Chief Arthur asked: "Is not that good advice, Governor?" Governor Gordon answered with an emphatic "excellent, excellent."

"The Brotherhood of Engineers will meet in Richmond next month," continued Chief Arthur, "and I extend you a cordial invitation to visit us. And now, in closing, I want to say this: That when Messrs. Stone and Perkins come to read, as they will read, of our reception by the Governor of Georgia and the best citizens of Atlanta here in this proud southern city to-night, they will likely hang their heads in shame."

At the conclusion of Grand Chief Arthur's address, the president introduced to the meeting

HON. HOKE SMITH,

a man who has especially endeared himself to the railroad employes of Georgia, by defending their interests and rights when assailed. It is needless to say that men of the type of Mr. Smith always command attention when they address railroad employes, and his address, all too brief, demonstrated that he had given labor topics profound consideration. He said:

As the program presented itself to me, seeing that I was far down, I felt that my name would be reached too late for any extended remarks. I cannot, however, refrain from adding a few words to the noble thoughts from the two grand chiefs of the two great orders of firemen and engineers.

As far back as 1776, the great English writer upon political economy, Adam Smith, said that the price of labor was fixed by "the higgling and bargaining of the market." At that time there were about as many employers as employes; about as many men needed workers as men needed situations, and the "higgling and the bargaining of the market" was perhaps a just way to settle the price to be paid to each particular man. But, with the progress of time what a change has taken place. Ten men who had been

in the habit of employing help, changed by the aid of corporate life into one man, an artificial person, and then one hundred changed to one, until to day all the great enterprises of this country live, not in the shape of human persons, but in the shape of aggregations of human persons, exercising corporate life through legislative authority. Take especially the case of railroads, Charters for short lines were granted, then these short lines consolidated with other short lines until to-day of the eight railroads entering the city of Atlanta, seven are practically under one management.

Is it possible that "the higgling and bargaining of the market" is still to control the prices to be paid for labor, and each man is to walk up individually and confer with his employer as to the price to be paid. The law has changed the demand from many persons almost into one; it has left the supply without legislative aid or protection. The merchants and the farmers felt the effect of this legalized combination made by railroads, and appealed also for legislation to protect themselves. They felt that uncontrolled human nature would influence to such an extent the acts of superintendents that the prices charged for freights would be unreasonable, and deprived by the aid of the law of the just competition between carriers, which naturally they would be entitled to, they justly appealed to the law that the prices of freights might be regulated. So you see the capitalists interested in railroads organized, then the merchants and the farmers and the shippers organized. Can it possibly be claimed that the men—the labor that vitalized the capital and made shipments possible, cannot itself meet organization with organization?

The organizations of the engineers and firemen are not as strong as they ought to be; [applause] they are not as strong as they will be.

The speaker was here interrupted by a burst of applause and shouts, which lasted for some minutes. When the audience became quiet again, the speaker proceeded by saying that he once knew a widow who sued a little railroad for killing her husband. And this little railroad was owned by a little bigger railroad. And she had a father and an uncle and a brother (in law) who worked on this little bigger railroad. And a corporation lawyer came to her one of these little fellows that always wants to settle with the widow for nothing [laughter], and he tried to get her to give up the case for a trifling consideration, but she had been told that it was a clear case of carelessness on the part of the superintendent, and so she sued. When pay-day came around, her father was handed his wages and told that his services were no longer needed, and when pay day came around her uncle was handed his wages and discharged, and when pay-day came around her brother-in-law was handed his wages and told to return no more.

Right then I longed for a brotherhood, fully organized, to tell the superintendent that the father, brother, and brother-in-law, had done nothing to require dismissal, that an injury to one was an injury to all, and new men would be needed for the entire road if these good men were unjustly discharged. [At this point in the speech the applause was again tremendous.]

The superintendent of a railroad makes his reputation by the net proceeds which he exhibits at the end of twelve months, and the less he pays out, the bigger the net proceeds. Therefore, he pays out just as little as possible.

In conclusion, the speaker remarked that the motto of the Brotherhood should have one word added: It contained "protection, charity, sobriety, justice," but one important word had been omitted—economy.

Let the firemen of this country be economic, save their earnings and they will have pretty, comfortable and happy homes; homes of which they will be proud.

He implored them in forcible language to keep away from the bar-room and the gambling table, for without doing so no man can save money or have a happy and contented family.

In closing his address, the speaker paid a glowing tribute to the firemen of America, saying that wives and children were always entrusted to their care with the most implicit confidence in their protection, and the belief that to save them the fireman and engineer would go down together into heroes' graves.

He finished with these words: "We welcome you from our heart. We know the brave and generous boys here, the knights of the scoop and throttle. We love them. You are their guests, and the love we bear to them opens our hearts to you."

At the conclusion of Mr. Smith's address, at which the enthusiasm again rose to a white heat, the president introduced

GRAND MASTER S. E. WILKINSON,

of the Brotherhood of Railway Brakemen, whose presence was a source of gratification to the delegates, and who was received with every manifestation of regard. Mr. Wilkinson, among other things, said he was ho speaker, and continued: "You have heard the big thunder ahead of me which has been the sign of a coming storm. I am not that storm, but I am simply the little cloud going after the storm, from which a few drops of rain fall.

"I want to tell you," he continued, turning to Governor Gordon, "that the past is dead, and if Georgia ever gets in any trouble just call on Illinois, and there will be at least a host of railroad men who will come to your aid and will bare their breasts, and if need be shed their life's blood in your defense. We appreciate the welcome you have extended to the railroad men to night, and we thank you for the many kindnesses you have shown us. As there's a little more lightning to follow me, I'll retire again, thanking you for the welcome extended to us."

Brief addresses were delivered by Mr. W. R. Bosard, Secretary of the Railroad Department of the Y. M. C. A., and by Vice Grand Master J. J. Hannahan, which were to the point and were warmly received by the vast audience, eliciting appreciative applause. After the benediction was pronounced by the Rev. Mr. Cleveland, the band played Auld Lang Syne, and the opening exercises of the First Biennial Convention of the Brotherhood of Locomotive Firemen, passed into history.

THE RECEPTION.

After the proceedings at the Opera House were over, the delegates and their ladies repaired to the Kimball House, where an informal reception was tendered Grand Chief P. M. Arthur. The delegates and their wives were presented to the distinguished gentleman, who seemed greatly pleased to take them all by the hand. After the handshaking ceremony was over, the Grand Chief was subjected to a surprise which was greatly enjoyed.

Grand Master Sargent, of the Firemen's Brotherhood, confronting Mr. Arthur, made

a few remarks suited to the occasion, and then presented to the Chief an elegant

SILVER WATER SERVICE,

with the following inscription on the front: "P. M. Arthur," and just beneath it is "Mrs. P. M. Arthur." On the top of the pitcher is the following inscription:

As a testimony of esteem, personally and officially, for

P. M. ARTHUR,

Grand Chief of the B. of L. E.,

This pitcher is presented by the B. of L. E.

Atlanta, September 10, 1888.

Mr. Arthur was taken by surprise but responded to the remarks made by Bro. Sargent in a way showing how highly he appreciated the testimonial of friendship and good will.

Following the reception the ladies and gentlemen spent a few hours in social enjoyment. The hours sped by on tiptoe, and the first day in Atlanta was a continuous round of enjoyment, not to be forgotten by those who were so fortunate as to participate in them.

An incident of great interest to the delegates was the

RECEPTION

tendered them at the rooms of the Young Men's Christian Association on Thursday evening the 13th in the new and elegant building of the Association. The following was the programme of proceedings.

Address of welcome—Captain E. S. Gay.
Response—Frank P. Sargent, Grand Master Brotherhood of Locomotive Firemen.
Vocal duet, The Pilot—Mrs. R. H. Richards and Mr. Stiff.
Piano solo—Mrs. McWhirter.
Dialect reading—Mr. L. P. Hills.
Recitation, Asleep at the Switch—Miss Bessie Turner.
Recitation—Mr. L. P. Hills.
Closing words—Dr. Barnett.

The audience was large, the hall being overflowing full. Captain Gay presided and gave to the firemen a hearty welcome—and was warmly applauded. Bro. Frank P. Sargent, Grand Master, responded to the welcoming address of the President of the meeting and in the course of his remarks, spoke of the visit he had paid to this city some years ago; of the pleasant remembrance of the previous reception; of the audience he addressed in the old rooms; of the wonderful progress made by the members in the three brief years. He paid a beautiful and touching tribute to "the man who during these years had toiled for this work; who had gone from shop to shop; from round house to round house, in and off the train, with his heart in the work everywhere grasping the hand of the railroad man, and interested in whatever interested him. I mean the secretary, Mr. Bosard." [Applause.] He then spoke of the good

these branches were doing among the railroad men in the educational, social and religious aspects and urged every member of the Brotherhood to its ranks; to prepare now through this plain and easy channel for that more beautiful edifice above, not made with hands, and that he hoped the railroad branch would some day own as beautiful a building as the one we are in to-night.

The entire programme was carried out to the letter, and the verdict was that the occasion was exceptionally enjoyable. When

SUPPER

was announced reports say that nearly two hundred guests were soon gathered around the groaning tables in the gymnasium. Many were the expressions of satisfaction then. The entire gymnasium was set apart for refreshments, and brilliantly lighted by locomotive headlights furnished by Master Mechanic Collier, of the Western & Atlantic. The apparatus was set to one side, flags and bunting hung in festoons or were tastily draped from the visitors' gallery, showing the skill of the secretary's wife and many hours of hard labor. Two large tables extended through the hall, covered with cakes, richly decorated and mystically iced—one the gift of Davidson & Marseill, with an iced inscription to the Brotherhood. Huge pyramids of fruits and flowers substantially graced the board, ice cream and lemonade were freer than water, good nature reigned supreme, and happiness rested on the faces of all. Such expressions were heard to fall from the lips of the visitors as, "the Atlanta ladies know how to do things up brown." "Isn't it grand?" "The association is a fine thing," etc. Nearly 500 partook of the spread, and yet much remained undisturbed. The bowling alley was then opened up, and much fun was indulged in until a late hour.

Such incidents are fruitful of felicities and pleasant recollections, and Atlanta was opulent with courtesies never to be forgotten.

Another delightful affair was the splendid ball given the Firemen at

CONCORDIA HALL

on Friday evening, the 14th. The ball was pronounced one of the most brilliant social events Atlanta has witnessed for years. The attendance was estimated at from 700 to 900, and the halls and parlors were thronged. Bro. Henry J. Young, a gallant young engineer, and Past Master of Lodge No. 247, at 8:30 called the company to order. The floor managers were W. F. Hetzel, Henry Young and W. H. Collinsworth, and the following programme was announced:

1. P. M. Arthur and F. P. Sargent—Grand March.
2. Hannahan Lancers.
3. Debs Waltz.
4. Wilkinson Polka.

5. Switchman's Quadrille.
6. English Polka.
7. Firemen's Lancers.
8. Troy Temps.
9. Joint Quadrille.
10. Tallowpot Waltz.
11. Oilcan Schottisch.
12. Union Lancers.
13. Ash Pan Quadrille.
14. Troy Temps.
15. B. L. E. Lancers.
16. B. L. F. Quadrille.
- Home Sweet Home.

The occasion was exceedingly enjoyable and fully 300 Atlanta people, ladies and gentlemen, were present. The dancing was continued till a late hour, and the happy participants in the evening's enjoyment left the hall singing "Home, Sweet Home."

AT CHURCH.

On Sunday, the 16th, the delegates were invited to attend Trinity church and listen to a sermon by the Rev. Dr. Lee, and fully two hundred responded to the invitation. The *Evening Journal* of the 17th says:

A little before 11 o'clock the firemen formed in line in front of the Kimball. Grand Master Sargent led the procession with his wife, followed first by those who had their wives with them and then by the members in no regular order.

The procession marched by twos, first up Decatur street. The line covered the sidewalk for nearly two blocks, and the procession was a most interesting one. Without incident or accident they reached the handsome church, corner Whitehall and Peters streets.

Then they formed in two lines in front of the church, leaving an aisle, through which they marched into the church.

The front seats had been reserved for the firemen. Dr. Lee had especially prepared a sermon for the occasion, and the firemen listened, to the close, with profound attention to the splendid discourse of the preacher.

Dr. Lee announced as his subject, "The storage and application of power." He began by saying that all power is from God. There are many different kinds of power, and it is in proportion to the way it is stored up and applied that it is of use to man.

There is the physical power that we have learned to use and make subservient to the needs. Men have made physical power serve them in every way imaginable, and in many ways that, when spoken of before their accomplishment, were considered extravagant.

The best power is that which comes from the highest source. There is the power of money and the power of intellect, but higher than these is the power unto salvation. In the New Testament Christ says he is the power unto salvation. Therefore, above all things, we should seek the power unto salvation.

Men store up money that they may live comfortably and help others. It is foolish for a man who has no money to talk about helping others financially. It is just as foolish for people to talk about loving and sympathizing with other people when they have not stored up love.

A person cannot go into the parlor and say, "Now, I am going to love people just as hard as I can." That will not work. You must have love stored up in your heart.

The way to store up love is by doing good. By sustaining the C. B. & Q. strike's for a long time the members of the Brotherhood of Locomotive Firemen learned to sympathize, and after a manner, love them. A preacher whose heart gets hard sometimes goes among the poor, and by doing good his heart becomes tender, and he loves everybody.

Dr. Lee, in conclusion, touched on the power of "backbone." He said that Atlanta needs

men with backbone, men who will stand up to their convictions, men who will oppose the bar-rooms and work for their downfall.

He said they cry "politics" on the preachers whenever they fight the liquor traffic, but he was happy to say that the preachers will continue the fight in the pulpit and out. They are but doing their duty in fighting for prohibition.

He was glad that the Brotherhood of Locomotive Firemen were a prohibition society. Their laws forbid the use of intoxicating liquors. We are daily placing ourselves in the hands of the firemen, and we feel safe when we know that sober men are running the trains.

The sermon throughout was a most elegant and appropriate one. The firemen will doubtless be much profited by the words uttered by the preacher.

The firemen have requested a copy of the sermon for publication.

The music, especially selected for the occasion, was beautiful and well suited.

KENNESAW.

On the morning of Monday, the 17th, the delegates were tendered an excursion to Kennesaw Mountain by Atlanta Division, No. 207, and Gate City Division, No. 368, of the Brotherhood of Locomotive Engineers, and during the day the manifold courtesies of the engineers was the topic of the ladies and gentlemen who were so fortunate as to be their guests. The train consisted of an engine, baggage car and eight coaches, and left Atlanta at 7:30. The famous elevation, about forty miles distant, was reached in due time. Many of the excursionists climbed to its summit and surveyed the splendid surroundings, and as memory recalled the sanguinary scene made more vivid by the lines of the old rifle pits, all were devoutly thankful that peace with all its untold benedictions had come, and that all, from every section of the empire republic, could rejoice together under one flag, the

"Flag of the free hearts only home,"

and contemplate with the pride of Americans one country and one destiny.

In roaming over the battlefield many relics of the fierce struggle were found; bullets and exploded shells, and Bro. Hannahan was so fortunate as to find a bayonet, which inspired him to patriotic gesticulation and expressions. The relics will always be treasured souvenirs of the excursion to Kennesaw. Our generous hosts did not forget that the ride and the sight-seeing would in due time sharpen the appetites of their guests, and at the proper time a

SUPERB LUNCH

was provided for their delectation. It was choice and abundant and was partaken of with a zest peculiar to picnic occasions. Having done Kennesaw in true regulation style, the excursionists visited the extensive marble works located at Elizabeth. At Marietta the visitors visited the National Cemetery "Where sleep the brave," and many of the delegates took carriages and visited many places near the town, which contributed indefinitely to the pleasures of the ex-

cursion. At 5 o'clock p. m. the excursionists arrived at Atlanta, weary but delighted, and all bearing testimony to a day of unalloyed pleasure.

NOTES.

Hear! Hear!

And now comes the order—down brakes.

To say that Joe Wheeler was the stem-winder of the Convention, is putting it mildly.

T. H. Haines, the man from Boston, was the Daniel Webster of the Convention, and this is not taffy.

E. E. Pruyn, of Rochester Lodge, No. 99, was a faithful representative of his Lodge and made a good record.

For avoidupois Wm. M. Weeks took the cake, and was the recognized heavy weight of the Convention.

J. L. Phillips and his charming wife contributed largely to the social enjoyment of the delegates and visitors.

F. C. Donigan, a student of statutes, made an excellent Chairman of the Committee on Constitution and By-Laws.

C. A. Wilson, as Grand Chaplain, filled the position with dignity and propriety, and this was the universal verdict.

Geo. P. Morton, Lodge 97, representing the Pacific slope, was an honor to his Lodge, to his section and to the Convention.

The universal verdict was that Adolphus Fixel is no spring chicken, but rather a plumed chanticleer, who knows when the sun rises.

J. J. McCaffrey, of New York City, was a visitor to the Convention and was exceedingly popular with the boys and made hosts of friends.

Were it not for the fear of being called to order, we should just remark that the "lunch fiend of the Delaware" was—but—well, let it pass.

John Wellington, a Grand Duke of a delegate, and a match for any Napoleon in the Convention, proved himself an intelligent and a valuable worker.

G. W. Sebastian stood up, as Goldsmith would say, "Like some tall cliff." At any rate he represented fully six feet of excellent Brotherhood timber.

Wm. A. McDonald, as Chairman of the Sick Committee, immortalized himself by the eminently scientific character of his reports. He diagnosed every case thoroughly and his reports ought to be published in the medical journals.

The splendid cake sent to Bro. F. P. Sargent and his accomplished wife by the ladies of Atlanta, was a sweet compliment and highly prized.

It is reported that Bro. J. J. Hannahan came within two votes of securing the medal as being the handsomest man at the ball given at Concordia Hall.

The accomplished wife of Wm. Buckley, it was conceded, was the handsomest woman in Atlanta. Buckley, as he should be, was proud of his matrimonial prize.

C. W. Gardner, Chairman of the Board of Grand Trustees, usually quiet and unobtrusive, proved to be, when warmed up, an orator in the best sense of the term.

M. E. Cuddy, of Eau Claire Lodge, No. 68, was not distinguished for talking, but for business he was a hustler, wide awake, vigilant—nothing escaped his attention.

A. J. Schmidt, "Excentric Strap" of the Mechanical Department of the *Magazine*, a close thinker and fluent writer, won hosts of friends at Atlanta. He is a coming man.

W. H. McDowell and his accomplished wife were justly popular, and their society was eagerly sought. They embellished every circle so fortunate as to have their presence.

The thanks of the boys who met at Chattanooga, Tenn., are due and are hereby extended to the Mt. Lookout railroad company for passes for the entire party to the summit of the mountain.

F. M. Blaney won proud distinction as a ladies' man. He was as gullant as a Knight, and divided his attention between the chambermaids and watermelons, both being abundant in Atlanta.

J. F. Bryan was another C., B. & Q. man who thoroughly understood the subject and was eminently capable of instructing the Convention—and this he did in a way to secure close attention.

It was a source of universal regret that C. C. Sutherland, Secretary of the Board of Grand Trustees, was seriously indisposed during a large portion of the time the Convention was in session.

It was a source of much regret that M. A. Henry was called home, but when he wired the Convention that "Mother and child were doing well," all was serene, and the exclamation was—"Cigars."

While at Kennesaw, Con. McAuliffe and Wm. T. Field were tireless explorers, and among other trophies of their wanderings, brought to light Old John Barleycorn, who had been exiled by Sam Small. The old fellow was as frisky as when Burns immortalized him in song.

Harry Walton, as genial as a May morning, who makes the darkest days bright, was on hand and everybody was glad that his shadow don't grow less. Besides, Harry grows young with increasing years.

To the brethren of Kennesaw Lodge, and Lodges in the vicinity, who labored zealously to contribute to the pleasure of the delegates, we wish to say their labor of love was appreciated and will be remembered.

J. M. Tierney championed the C., B. & Q. strikers, and most worthily did he fill the place. In his hands the subject expanded to deserved importance. In logic he is a nail hitter, and always hits the head of the nail.

Miss Elsesia Hannahan the lovely daughter of Bro. J. J. Hannahan, was the recipient, while in Atlanta, of a beautiful necklace, presented by admiring friends who were captured by her sweet smiles and winning ways.

The Atlanta press did the agreeable in true Southern style and there is no taffy in that. The *Constitution* and the *Journal* threw open their doors and invited the boys to front seats, and the elegant courtesy made all hands feel at home.

Frank Holl, though a confirmed bachelor, it was thought past redemption, was reported captured by a Miss L—. He was congratulated; for having missed love all his life, it is to be hoped that he won't miss his love of Atlanta.

The address delivered by Bro. Sargent, Grand Master, is justly regarded as the best he has ever delivered, which is saying a good deal, for all his public utterances bear the stamp of thoughtfulness and familiarity with the history of the Order.

A photograph was taken of the delegates grouped at the Postoffice building, which was pronounced a superb picture and was a surprise to the boys, old Sol having complimented them by transferring their amiable countenances truthfully to the plate.

Vice Grand Master Hannahan's speech at the opera house was one of the most felicitous he ever delivered. It sparkled from first to last, and was cheered to the echo. Bro. Hannahan may not know it, but it is a fact, nevertheless, that he is the orator of the Order.

With his princely Prince Albert and Cardinal necktie, it is not surprising that Bro. Hannahan was taken for a D. D. or that strangers were curious to know where his cathedral was located. In the dining-room it was whispered around that he was a French gentleman travelling for his health, but the surmise vanished when they heard him order "Carn bafe and cabbage."

In recalling the good things bestowed upon the delegates at Atlanta, we do not forget the good sermon preached by Rev. Dr. Lee nor the consideration shown us by Rev. Mr. Cleveland. We had our full share of religious attention for which we are devoutly thankful.

It may be pleasant to the boys to know that after January 1st, if any of them fall at their post of duty, it will not appear in the *Magazine* in the form of a resolution that the calamity "pleased God." In fact the resolution business, after January 1st, will be a thing of the past.

P. M. Arthur, Grand Chief Engineer of the B. of L. E., enjoyed himself while at Atlanta, the guest of the Convention, but it was not a greater pleasure to him to be present than it was to the members of the Convention to meet and greet him in the bonds of fraternal regard.

The *Railway News Reporter* says:

The Brotherhood of Locomotive Firemen are to be congratulated for again selecting Mr. Sargent as Grand Master. He has most ably handled the thousands of men under him at all times.

Bro. Sargent, in the opinion of the Convention, was the right man in the right place.

General Manager Belknap, of the Central System, invited the officers and delegates of the Convention to an excursion to Tyber Island, which owing to a want of time had to be declined, but the invitation was not therefore the less appreciated, nor the thanks less generous for the proffered courtesy.

The Board of Grand Trustees, elected to serve two years, is composed of the following members, viz.: F. P. McDonald, St. Joseph Lodge, No. 43, St. Joseph, Mo., Chairman; C. C. Sutherland, J. H. Kirk Lodge, No. 376, Horton, Kan., secretary, and C. A. Wilson, Washington Lodge, No. 13, Jersey City.

Hon. Hoke Smith also captured the Convention without a dissenting voice. Georgia is not only a great and prosperous State, but is quite as fortunate as great in having such representative men as Governor Gordon and Hon. Hoke Smith. It is just a little antiquated but we venture to exclaim, "Long may they wave."

The thanks and the gratitude of the Convention are due to Mr. W. R. Besard for the ceaseless interest he took in the welfare of the delegates. He was active, courteous and indefatigable in his endeavors to make the visit of the delegates a continuous pleasure. He is the right man for Secretary of Railroad Department of the Young Men's Christian Association, and long will he be remembered for his kind words and deeds.

The Atlanta Divisions of the B. of L. E. left nothing undone to make the stay of the delegates in the Gate City enjoyable and the beauty of it all was that every act of kindness had a spontaneity about it which added indefinitely to its value. We assure the Engineers that their exhibitions of friendship are not to be forgotten.

We record with great satisfaction that Cecil Gabbett, Esq., General Manager of the Atlanta & West Point R. R., tendered the Convention an excursion, through Georgia Lodge, No. 245, Savannah, Ga., which was declined on account of proximity to the yellow fever district, but the courtesy was appreciated, and General Manager Gabbett has the thanks of the Convention.

An exceedingly pleasant incident of the Convention was the receipt of a letter from Grand Master Workman Powderly of the Knights of Labor. It was cordial and fraternal. In reply to a telegram informing Mr. Powderly of the action of the Convention on the question of federation, he wired back a reply in which he said, "The B. of L. E. has performed the most glorious day's work in its history"—and Mr. Powderly is in a position to know whereof he speaks.

Room 301, occupied by Grand Trustee Smith, T. P. Murphy and Jas. Leahy, night after night, from 9 P. M. to 2 A. M., was, judging from the yells, howls, wails, lamentations, etc., in that line, a miniature pandemonium. It was finally developed that the Plutonians were conferring the degrees of V., E., T. and N. G. upon the initiated, these it were learned was the Volcanic, Earthquake, Tornado and Natural Gas degrees, and the Pullman car conductor and Frank Holl took them all, and were, accordingly, very much dilapidated.

An observant gentleman was reported as saying:

"I have seen many bodies of men assembled in Atlanta in my time, and I can say, without fear of contradiction, that the Locomotive Firemen now meeting in this city is the soberest, best behaved, most decorous, self-respecting large body of visitors that I have ever seen in Atlanta. They are certainly an honor to their great organization, and a credit to the country. They are here from Maine to Texas. You meet them on all sides throughout the city, and yet nobody has ever seen any of them drunk or misbehaving. It is remarkable. As a rule, when great bodies of men assemble in a city, some of them at least are sure to get full and take in the town after business hours. Not so with these firemen. They are a steady, sober, earnest, quiet, unobtrusive set of gentlemen, and have made a most excellent impression upon all classes of our people. Even congress could learn a lesson from this honored and honorable body of men, in morals as well as in manners. I repeat it, the Locomotive Firemen, now in session in Atlanta, is the best behaved large body of men who ever came to Atlanta. They are an honor to their organization and a credit to their country. They richly deserve and have certainly won the perfect respect of the people of Atlanta, who are showering compliments upon them on all sides."

The Grand Executive Board for the ensuing two years, will stand as follows: Harry Walton, Enterprise Lodge, No. 75, Philadelphia, Chairman; W. F. Hynes, Rocky Mountain Lodge No. 77, Denver, Col., Secretary; Sidney Vaughan, Dominion Lodge, No. 67, Toronto; J. J. Leahy, Lafayette Lodge, No. 293, Philadelphia, and C. J. Singleton, Beacon Lodge, No. 111, Mattoon, Ills.

S. E. Wilkinson, Grand Master of the B. of R. B., honored the Convention by his presence. He made a splendid impression upon the delegates, who were delighted to see him and to hear him. He received assurances that the members of the B. of L. F. are his friends and the friends of the Order over which he presides every day in the week and every day in the year, including Sundays.

Fully one hundred of the officers and delegates of the Atlanta Convention were Master Masons, and the Worshipful Master, Dr. Lawshe, of Gate City Lodge, No. 2, called a special meeting of the Lodge, to enable the delegates of the Mystic Tie to meet the southern brethren and exchange fraternal greetings. The meeting was highly appreciated by the visiting members of this ancient Order.

It is scarcely necessary to make a note of the fact that if the membership of the B. of L. F. were all in Georgia, nothing could afford them greater pleasure than to vote for Governor Gordon for any office in the gift of the people he might like to occupy. It is not often that a man gets them all, but Governor Gordon is an exception, and some of us, if it were not against the law, would put in two votes.

During their stay in Atlanta the officers and delegates of the Convention contributed liberally in aid of the yellow fever sufferers of Florida. The *Constitution* said editorially:

All honor to the generous and big hearted locomotive firemen, who, out of their hard earned wages, on yesterday subscribed so liberally to the fever stricken sufferers in Florida. All honor to these men of the people! They set an example that, if followed in their spirit, ought to send such a flood of golden dollars into Florida as will bear away every vestige of want or deprivation.

An Atlanta saloon keeper, whose place of business was near the hall where the Convention held its sessions, was reported as saying:

"Do you know," he said, "that I never saw a body of men drink less than these firemen. A convention is usually a bonanza to the saloons, but this one is certainly an exception. These fellows drink nothing at all. In all the time they have been here, I have seen only a few, mighty few, who even take so much as a glass of beer; and as for drunkenness—why there is simply none at all."

The Convention was glad to hear from J. L. Monaghan, Grand Master of the Switch-

men's Association, and W. A. Simscott, Grand Secretary and Treasurer of the same Order. They were the senders of messages fraternal and personal to the Convention. They are with us in all things, and they represent as intelligent and as sturdy a set of men as are engaged in any labor department of railroading. We are glad to know the Order is prospering.

THE ATLANTA PRESS.

The *Journal*, referring to the personnel of the Convention, said: "It is a fine-looking body of men, this Brotherhood, and it is a good looking body of men."

The officers and delegates constituting the First Biennial Convention will not forget the generous expressions of the Atlanta press. From the first they received nothing but kindness, a hospitality for which the South is proverbial. Said the *Constitution*:

The officers and delegates to this convention of the Brotherhood are also making a fine record here in Atlanta by their gentlemanly deportment. They are a fine body of men, and gathering here from every section of this great country, they will carry back to their homes pleasant impressions of a country that to the majority of them is new, and their advertisement of Atlanta in particular and what they have seen of the South in general, cannot help being productive of good, any way you choose to look at it.

Referring to the influence for good, the Grand Officers of the Brotherhood can exert the *Constitution* said:

We in the South have not known much of Mr. Sargent because he has not at any time been as prominently before the public as has Chief Arthur, of the Engineers, and all who have met the former during his stay here have been impressed with his good common sense. That is the quality after all which makes good executive officers. Chief Arthur seems to possess this to an eminent degree and it has made him a power with the engineers on the one hand and with the railroad magnates on the other. Always on the alert in the interests of the members of his order, he is nevertheless mindful of the rights of the corporations for which they work.

Powderly, the chief executive of the Knights of Labor, has given evidence of the same characteristic. He has been handicapped greatly by the more aggressive element in the order. Those who know Frank Sargent best say that he is as strong as either Arthur or Powderly, and that the only reason he is not better known is that his administration of the affairs of the Brotherhood has been so conservative that all troubles have been averted. His administration is of the ounce-of-prevention-is-worth-a-pound-of-cure kind. The firemen all love him and have every confidence in him.

RESOLUTIONS.

The Committee on Resolutions submitted the following report to the Convention, which was unanimously adopted:

ATLANTA, GA., September 19, 1888.

To the Officers and Delegates of the First Biennial Convention:

Your Committee on Resolutions have the honor to submit the following report:

WHEREAS, The Officers and Delegates of the First Biennial Convention of the Brotherhood of Locomotive Firemen, as also the

ladies who accompany them, have been received and entertained with every possible expression of friendship, hospitality and good will by the people of Atlanta and its municipal authorities, by the Governor of the State of Georgia, and by distinguished persons representing the professions of law and journalism, by the reverend clergy, and the representatives of the church, and

WHEREAS, The Officers and Delegates to the Convention have been the recipients of graceful courtesies, extended by the committee of ladies of Atlanta to the ladies visiting the convention, by virtue of which their stay in Atlanta was made a constant source of pleasure, and

WHEREAS, The citizens of Atlanta, by devising numerous receptions and entertainments for the enjoyment of the Delegates and their lady friends, made the visit to the sunny south land a ceaseless source of satisfaction, and

WHEREAS, The local Lodges of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen, with a friendship glowing with fraternal fellowship, contributed in the largest measure possible to make the sojourn of the Delegates and their wives a constant enjoyment, and

WHEREAS, Railroad officials throughout the country, by extending to the Delegates and to their wives free transportation to and from Atlanta, notably the splendid special train from Chicago to Atlanta and return, exhibited an appreciative recognition of the Brotherhood meriting gratitude, and

WHEREAS, This Convention places a high estimate upon such opulent displays of friendship and favors, therefore, be it

Resolved, That the Brotherhood of Locomotive Firemen in First Biennial Convention assembled, gratefully acknowledge every expression of kind consideration and extend our thanks—

To the distinguished speakers who appeared at the Opera House and welcomed the Convention to Atlanta, viz: Hon. Chas. Collins, Governor Jno. B. Gordon, Hon. Hoke Smith, Grand Master of the B. of L. E., P. M. Arthur, Grand Master B. of R. B., S. E. Wilkinson, Mr. W. A. Bosard, and to the Rev. Cleveland, who opened the proceedings with prayer and closed them with a benediction;

To the committee of ladies who embellished all the days of the Convention by their cultured attention to the visiting ladies;

To the press for its generous words and accurate reports;

To the Young Men's Christian Association, and particularly to Mr. W. A. Bosard for his deep solicitude and ceaseless attentions;

To the railroad officials for their generous response for free transportation on their roads to and from Atlanta;

To the local Lodges of B. of L. E. and the B. of L. F., the membership of which left nothing undone by which to contribute to the pleasure of the delegates and the success of the Convention;

To the gentlemen and ladies who inaugurated the splendid reception at the parlors of the Young Men's Christian Association and the grand ball at Concordia Hall;

To the locomotive engineers who tendered the splendid excursion to Kennesaw and for the untold enjoyments of the occasion;

To Rev. Dr. J. W. Lee, pastor of Trinity M. E. Church for his masterly, eloquent and instructive sermon on the "application of power," delivered before the Convention on Sunday, September 16th, and we sincerely hope the discourse may appear in permanent printed form so that thousands who were not favored as we, in hearing it, may enjoy its perusal and be benefited by it;

To the Atlanta Rifles' band for the superb music and which added indefinitely to the enjoyment of any occasion where it appeared.

In closing this report your committee experience no little embarrassment, feeling that in acknowledging the splendid courtesies extended, some generous friend or friendly act has been omitted in the expression of our thanks and gratitude. It could scarcely be otherwise, since every day and every hour of the day during our sojourn in this beautiful city, has been distinguished by acts of kindness and consideration for our welfare which can never be forgotten.

Respectfully submitted,

T. J. HAYES,
WM. T. FIELD, } Committee.
L. L. HOOD.

REFERRING to rolling stock purchased by Southern roads the *Manufacturers' Record* says: "The Louisville & Nashville Railroad Company purchased during that time 25 locomotives and 2,325 freight cars; the Norfolk & Western, ordered 15 locomotives and 1,178 freight cars. The Alabama Great Southern added to its rolling stock 3 locomotives and 758 freight cars; the Cincinnati, New Orleans & Texas Pacific, 16 locomotives and 758 freight cars; the Central of Georgia, 50 locomotives and 500 freight cars; the Newport News & Mississippi Valley Co., 10 locomotives and 600 cars; the Kansas City, Memphis & Birmingham Railroad, 20 locomotives and 600 freight cars. In all 139 locomotives and 6,719 freight cars.

It is said that the C. B. & Q., has a conductor by the name of Dudley, who is the "inventor of a catarrh snuff that would sneeze the head off of a cast-iron monkey." Possibly it was this Dudley snuff that was used as dynamite by the Pinkertons.

THE recent wreck on the C., B. & Q. near St. Joseph, Mo., cost the corporation \$25,000.

THE *Railway Service Gazette* speaks of Grand Master Sargent's address at Atlanta as "manly and conservative."

BUSINESS must be flourishing on the Northern Pacific, as it has ordered eighty-two locomotives, to be built by the Baldwins.

THE letters C., B. & Q. now stand for something besides Chicago, Burlington and Quincy. They now signify Can't Borrow and Quit.

THERE are, it is estimated, 48,809 railroad employes in the State of Illinois, and they are organized to wipe out the conspiracy laws of that state.

THE C., B. & Q. is in a bad box. Its old locomotives are rapidly becoming scrap iron, and the company has no money with which to purchase new machines.

N. O. BEARD, a popular fireman on the L. S. & M. S. R. R., is the fortunate father of a 9 pound baby. All the boys smoke and offer congratulations.

C. F. EVANS, of Pacific Lodge, No. 173, has been promoted. Bro. Evans served long and faithfully as Receiver of his Lodge, and his promotion is a reward of merit.

THE St. Louis *Globe-Democrat* publishes the figures showing that the net earnings of the C., B. & Q. from January 1 to July 31, 1888, as compared with the same period in 1887 decreased \$5,318,716.

FRED WILCOXEN, a member of Forest City Lodge, No. 10, has taken to himself a better half, and has the best wishes of all the members of his Lodge that his wedded life may be a continuous honeymoon.

OUR members at Beardstown, Ill., did a wise thing when they changed the name of Lodge No. 122 from that of "H. B. Stone" to "Federation." The name now stands for principle, when formerly it suggested Pinkertonism.

DURING the year 1887 the railroads of the country carried 428,225,513 passengers. This is equal to seven times the entire population of the country—and standing side by side, allowing three feet standing room for each the line would extend 243,300 miles and would girdle the earth more than ten times—and this vast number of people are annually in the custody of men who have charge of the railroad trains of the country.

THE Brotherhood will be pained to learn of the death of Bro. Lee Williams, of Rose City Lodge, No. 45, which occurred September 29, on the Iron Mountain R. R. The engineer escaped unhurt but Bro. Williams went down in the wreck.

THE announcement is made that Bro. Will Keene, Master of Rickard Lodge, No. 229, has captured a bride. The happy event took place on the 26th of September, in the city of Utica, N. Y., and the voyagers on the matrimonial sea have the best wishes of a host of friends.

THERE are more than 1,000 clerks in the United States Railway Mail Service. These clerks who handle the mails on the railway trains of the country are members of the United States Railway Service Benevolent Association, which held its 14th annual convention in New Orleans, October 9th.

J. C. SPAHR, now located at Carlin, Nevada, returns thanks to the members all along the line of his journey, for favors received at their hands. Bro. Spahr is in full accord with the principles and policy of the Brotherhood, and takes special pleasure in extolling the satisfactions and benefits that flow from fraternity.

SOME weeks since the death of Hon. William C. Wickham, Vice President of the Chesapeake & Ohio R. R., located at Richmond, Va., was announced. Vice President Wickham was an official who had endeared himself to a large number of locomotive firemen, and in testimony of their regard suitable resolutions were passed by Lee Lodge, No. 275.

WE are glad to record the fact that the New York *Dispatch*, a paper with a large and steadily increasing circulation, is the staunch friend of our Brotherhood, and of all railroad employes, and that its columns are open to those who can in any way contribute to the welfare of the brotherhoods of railroad employes—particularly engineers and firemen. We wish the *Dispatch* the largest possible measure of success.

A WRITER in the *Switchmen's Journal* for September says that "previous to February 27, the Chicago, Burlington & Quincy road had the most magnificent engines, and they were kept by those in charge of them in the best order of any road in the country. Now they are nothing but scrap heaps. It is too d—d bad to see these magnificent engines destroyed. Stone fiddles while the scabs burn the engines and the stockholders foot the bills."

THERE is high authority for saying that in 1886 the capital stock and indebtedness of the railroads of the United States amounted to about four thousand million dollars each—\$8,000,000,000 of which \$4,000,000,000 represents the net amount of water.

It is reported that Bro. T. J. May, Master of Lackawanna Lodge, No. 283, while visiting Elmira, New York, recently, on important business, was struck on the nose by a Master Mechanic in the presence of about twenty of his friends. The M. M. would not apologize, and as a consequence Bro. May had to set 'em up.

WE acknowledge the receipt of the proceedings of the fifth General Convention of the Brotherhood of Carpenters and Joiners of America, held in the city of Detroit, August 6 and 11, 1888. Three hundred and ninety-five delegates answered to their names, and the proceedings were of an unusually interesting character.

THE *Railway Service Gazette* says:

Many communications continue to be received at this office, urging an organization of railway conductors in harmony with the other railway labor associations. That which seems to be most needed is courageous leaders to head the movement. With the right kind of leaders the membership of the proposed association would speedily run up into the thousands.

It is safe to say, that the present O. R. C. will at an early day be brought into harmony with other railway associations.

THE *Ottumwa Appeal* writes of a scab as follows:

There is the same difference between a striker and a 'scab' that there is between virtue and vice, between decency and dishonor. One is a patriot of labor; a lover of justice; a hater of oppression; a scorner of bribes; an honest, upright, courageous man. The other is an abettor of wage robbery; a party to fraud; a receiver of bribes; a despoiler of honor; a traitor to his class; an enemy of the honest; a friend of tyranny; a hater of justice; a being without principle or conscience, utterly lost to all sense of honor, decency or shame.

It would be difficult to improve upon the *Appeal's* picture.

THE *Chicago Knights of Labor* of September 8, announces the nomination of J. J. Hannahan as a candidate for State Senator, of the Second Senatorial District of Chicago. Should Bro. Hannahan don senatorial robes, the State Senate of Illinois will find no flies on him. He is a hustler from away back, where the creek forks for the last time, and will make his mark among the law makers. He is built that way.

[Since writing the above we have learned that Bro. Hannahan has declined the nomination on account of the exacting duties of his office in the Brotherhood.—ED. MAGAZINE.]

W. E. BURNS, of the Grand Executive Board, has been nominated a candidate for the Legislature of Illinois on the Labor ticket, and it is to be hoped that he will be elected. The Illinois conspiracy law ought to be expunged from the statutes of the State, but if it is done, it will be through the votes and influence of laboring men.

THE *Frog* says:

One of the worst features of railroading is the wholesale slaughter of the Sabbath. While we are not a devout Christian, nor a psalm singer, or anything of that sort, we like always to spruce up a little on Sundays and go to church; and if we don't feel like going to church we like to have the Sunday "out" anyway. And we always feel good—just in accordance with the kind of company we keep.

Well, continue to agitate the subject. Those who demand for workers rest on Sunday, demand what all prudent men know to be right, and the day is dawning when the right is going to triumph.

SOMETHING new under the sun is the Five Cent Accident Insurance Corporation of England, which has been introduced in the United States. This announcement would not create surprise in this age of novelties were it not for a method devised for issuing the policies. This is done by a machine placed in railway stations, ferry houses and like public places. This machine, when a nickel is dropped in, promptly issues a \$500 accident policy—good for 24 hours. The inventor of the ingenious machine is Percival Everitt, of London, and the American patents are held by the American Ticket Box Company of New York. All of the boxes have been leased by the Employers' Liability Assurance Corporation of London, and Endicott & Macomber, of Boston, the United States managers of the company, have ordered a thousand of the boxes to be placed in immediate use.

W. F. BRUNDAGE, Secretary and Receiver of Rocky Mountain Lodge, No. 77, Denver, Col., has been nominated for the Legislature of Colorado, and the indications are that he will be elected. The *Rocky Mountain News*, of Denver, in referring to Bro. Brundage's candidacy, says: "He is well and favorably known by all the railroad men running into Denver. He is at present and has been for the past four years the secretary and treasurer of the oldest Lodge of the Brotherhood of Locomotive Firemen west of the Missouri river. He has managed its affairs with credit to the organization and himself, and it is naturally very proud of him. Not only are the engineers and firemen favorable to his election, but all the shopmen and laboring men in general are going to make a big fight for him. Intelligent beyond the average, the special

candidate of the railroad men (the men who carry us safely from point to point in these mountains at the hourly risk of their own lives), he merits well at the hands of the public. He was born in a Western state, has served on the Park during the past eight years and is now on the sunny side of thirty-five, just old enough to escape "freshness" on the one hand and fogysism on the other. Let his majority be a rouser." Bro. Brundage is deserving of the generous words spoken by the *News*, and we predict if he is elected he will make his mark in a way that will be creditable to him, to the State, and to the B. of L. F.

THE switchmen at Pueblo on the Denver & Rio Grande Railroad recently went out on a strike—a brief history of which we find in the *Frog* as follows:

Harry Hart, who was at one time employed as conductor on Marshal Pass, has for some time past had charge of the Pueblo yard. There seems to have been no objection to Hart all this time, and the bad feeling against him now has been brought about by the part he has taken in the late strike. On the 17th or 18th M. M. Fry was imported from the Wabash at St. Louis to take charge of the yard. Some of the switchmen knew Fry personally and told him so, and told him further that he was a "scab," and it is said Fry made no denial of this charge. Soon as it became known that Fry was a "scab" the men refused to work under him. An attempt was made to fill up the yard with fresh men, when the engineers ran their engines into the house and no engineer or fireman could be found to take them out. An effort was then made by the officials at Pueblo (which was perfectly natural to have the conductors and road engineers do their own switching, or rather to switch their own trains. This little scheme like the rest failed to work, and the only way they could get any freight through was to run the way cars through from Denver to Salida, but this scheme failed to prevent the yard from filling up, and on Wednesday the 19th, S. T. Smith, general manager, and N. W. Sample, superintendent of motive power and machinery, appeared on the scene and were met by a committee of the strikers and the whole affair was settled in short order.

It will be observed that the employés of the road, at once federated—and that this without delay won the fight—and in winning it the strikers did a good thing for the road. The scab is not the right sort of a man to take charge of any department of the railway service, and of this there is abundant proof.

SCRIBNER'S *Magazine* evinced consummate appreciation of public requirements when it decided to publish a series of articles on the railways of the country. They had been well written and elaborately illustrated and have had a wide reading. We doubt if any series of articles published in any of the leading monthlies has been more highly prized by the general public.

The article in the September number, on the railway passenger travel, by Gen. Horace Porter, was the fourth article in the series

and in all regards maintains the high repute of the magazine, while establishing the writer's ability for narrative, in which he brings the most striking and interesting features of his subject. The writer describes the development of the convenience and luxury of modern travel, especially with reference to sleeping, parlor and dining cars and vestibule trains, and the illustrations are of such decided excellence, showing each stage of improvement from 1830 to 1888, that the reader is charmed as well as informed.

In the October number of *Scribner* we have an article entitled "The Railroad in its business relations," by Prof. Arthur T. Hadley, in which reference is made to such distinguished men as Geo. Stephenson, Cornelius Vanderbilt, Thomas A. Scott, John W. Garrett, J. Edgar Thompson and others, and the engravers' art has been employed to give the public an idea of how these railroad kings looked in the days of their triumphs. The article is well written, and of interest, as showing some of the traits of character of men who from small beginnings advanced to the front as the railroad men of the country.

REPORTS have it that on numerous railroads spotters are employed to run down conductors and that they are performing their dirty work to the entire satisfaction of their employers. The *Railway Service Gazette* in commenting upon the work of spotters says: "Many of the discharged conductors have grown old in the service and a number of them are still very poor men, with families dependent upon their labor for support. It is possible that some of these men are dishonest, but not more so, we think, on an average, than men engaged in other pursuits. Indeed, the estimation in which the discharged conductors are generally held and their reputations in various communities where they live indicates that as citizens they stand high, and that, so far as known, their lives have been above reproach. The discharged conductors may be all thieves, but we do not believe it. Indeed, if their discharge has been brought about by the usual methods of the spotter, we incline to the belief that the more honest men were selected as victims, for experiences has taught that as a rule, the villainous instincts of the spotter tend to shield the guilty at the expense of the innocent." It is quite probable the spotter, a creature who combines in his mental and moral make up such a large per cent. of meanness, that the remainder is not worth considering, is on all of the roads of the country, for employers know that when men are poorly paid, they are tempted to help themselves and adjust differences, and that conductors are poorly paid in numerous instances is

universally accepted as true, and yet, strange to say the O. R. C. places itself in odious antagonism to other railroad employes when they seek for fair wages. The spotter iniquity ought to teach railroad conductors the importance of changing their attitude towards their comrades on the rail and the spotter, like the Pinkerton should go. Federation should be the shibboleth of all railroad employes. It means the triumph of the right.

THE SWITCHMEN'S MUTUAL AID ASSOCIATION.

The third annual session of the Switchman's Aid Association convened in the city of St. Louis, September 17th. Our advice is to the effect that the session was one of marked interest and importance throughout, and that great and lasting good resulted.

The opening exercises were specially interesting though the street demonstration had to face a rain storm, which however heroically endured, has a subduing effect upon men, though as slight upon switchmen as upon any other class of workers. In the parade several Lodges of the B. of L. E., the B. of L. F. and the B. of R. B. were in line and embellished the occasion.

The public addresses made to the delegates and their friends at Olympian Theater were in all regards felicitous. Mr. George S. Bailey, a member of the Order and a resident of St. Louis, called the meeting to order and delivered a brief address, in which among other things, he said:

Through the efforts of broad-minded and noble-hearted men organizations have been created that are as valuable to society and our country as they are to the members themselves. As the industrious gardener carefully plucks the worthless weeds and casts them aside, so do the several organizations with the utmost care select from among the vast multitude of railway employes such men as are known to be of good character, sober, industrious, intelligent and well qualified to fill their respective positions.

Thus you see that while we aid and care for one another, we at the same time guarantee to our employers a class of reliable and competent men, and to the community trustworthy citizens. We have chafed under the pangs of unmerited rebuke and severe censure, as well as unjust imputation in the past; suffering only as they do who desire to know what is right and are willing to do that at any cost.

At the conclusion of Mr. Bailey's remarks, Hon. George W. Allen, acting Mayor of St. Louis, was introduced and gave the delegates a royal welcome to the "Future Great." He referred to the fact that in the past he had been a railroad employe, and had not forgotten it, and in the course of his remarks paid the following just tribute to the Switchmen:

The switchmen are a most important factor in the successful operation of our vast system of railways, and upon them rests the responsibility of the safety of trains and their precious cargoes of human beings, equally as much as upon the train dispatcher, and their work is more danger-

ous. How many a poor fellow in hurriedly crossing the track to make a "running switch" has caught his heel in the fatid frog and been crushed into a shapeless mass or maimed for life by the moving train, is well known to you all. But vast improvements have been made in the methods of handling switches in large yards. The invention and introduction of automatic and interlocking switches is second only to the telegraph in revolutionizing railroading. The most perfect system in use in this country is on the Pennsylvania railroad, and few persons ever pause to consider the immense amount of ingenuity which is displayed in the mechanism in daily use on this road, and their numerous large yards. Take, for instance, the West Philadelphia station. Here the three main tracks are expanded into eight passenger tracks, which run into the train shed, and five freight tracks which run into the freight sheds. These tracks are intersected in every direction by switches. There are no switchmen in sight, no hallooing or waving of hands or of lanterns, yet train after train comes rushing in over the same rails until just outside the shed, when each one branches off as if of its own accord, and finds a vacant place to discharge its living cargo. All this to the uninitiated would seem magical, but the wizards in this case are only hardworking men, who may be seen night and day toiling in the "switch tower," operating row after row of long levers as if they were playing with some gigantic organ. Every time a lever is thrown, a switch perhaps a half a mile away is turned. A raw Irishman will no longer answer as a switch tender. It takes a cool-headed, quick, calculating, experienced man to operate these switches, for to make a single mistake in turning a dozen levers may mean a telescoping of trains. The movement of traffic depends almost entirely upon these switch tenders. Green hands may make out on a train, but no one except tried and experienced men can handle interlocking switches.

The next speaker was Hon. Charles P. Johnson, ex-Governor of Missouri. The distinguished speaker was exceedingly felicitous in his remarks, in the course of which he said:

No achievement in the world's history, no triumph of intellect, no conquest of peace or wars, no evolution in beliefs, faiths, systems or governments have occurred except by and through the combinations and force of organizations. Great intellects have led in the varied movements, have pointed out the way and illuminated the course, but their success in whatever field of action consisted in their thought permeating and inspiring large bodies of men to unity of purpose and action. It was the chief study of the ancients, among the warring people, and there were very few who were not warring at all times, to so weld men in organization as to concentrate the greatest force into the most compact space, to attack or resist on the battle field, and the highest excellence was deemed reached in the construction of the Roman cohort and the Macedonian phalanx. And though we live to-day in an era of high civilization, and display the banner of the faith of Him who brought peace on earth and good will to man, and that the chief study of man should be to love and help his brother man, and the avenues of study for so doing are as numerous as the rivulets that run to the ocean, yet it is an undoubted fact that the chief study of intellect to-day is to combine, so organize, so weld together and direct the almost universal elements, mental and physical, subject to man's control as to reach the greatest powers of destruction in war, to defraud and cheat in trade, to crush in combination, oppress in labor and rob by millions. This may sound a little startling, but, nevertheless, take in the condition of affairs to-day among the civilized nations of both sides of the ocean, and it is an apparent, veritable and indisputable fact.

In this country capital is the veriest tyrant. It has assumed the province of a despotism here that existed in other forms across the water. The characteristics it exhibits to-day are entirely different from what they have been at any other era of the world. It does not show its rapacity like the pirate or the free booter bar n of the castle, but worse, if anything, in a more generous age, it uses the machinery of the law, made simply for the protection of property, to steal, rob and oppress on the most gigantic scale. It is by no means a startling fact. You will find what I tell you proclaimed in the platform of every party to-day appealing to the citizens of the Republic for their suffrages. And you will find the same announcements for lo, these many years, but up to the present time capital is still a lordly and triumphant power in the land. In other times and under other forms it possessed features less harsh, but now it is almost entirely corporate, and is as soulless as the machinery of the tread mill. A history of the spoliations, robberies and oppressions of corporate capital in America as a history of shame, degradation and disgrace, not to be obscured in the halo of marvelous achievements in material progress, though adorned by the splendid triumphs of science and of art.

At the conclusion of ex-Governor John-son's address, Grand Master James L. Monaghan, responded to the address of welcome in which he dealt some pretty severe blows, right and left. We quote as follows:

The 35,000 switchmen on the railroad systems of the United States have virtually mortgaged their lives and souls for a miserable consideration—a day's pay. These men are daily and hourly being maimed or killed in the death traps which a false and heartless system of economy has set for them. We read in the daily papers that the Hon. So-and-so has been killed or the Hon. Somebody has been injured in an accident, but when it comes to us it is "only a switchman or only a brakeman." We are considered as men doing certain work for wages, but they seem to forget that the corporations for whom we labor are using the wealth accruing from our efforts to fill lobbies and buy up legislators to make laws that will relieve them of all responsibilities when one of our number falls a victim to the death traps which their heartless greed for gain has laid for us.

I have often thought while watching these lobbyists at their nefarious schemes that the time had arrived when American workmen should begin to consider their own interests. And I believe that if it were not for our labor organizations that the time would soon come when another Abraham Lincoln would be needed—not to free the negro in the South, but to strike the shackles of industrial slavery from the limbs of the millions of toilers of the whole country.

Following the address of Grand Master Monaghan, Vice Grand Master Sweeney was introduced and referring to the C., B. & Q. strike, said:

When the switchmen left the employ of the C., B. & Q. because their lives were jeopardized by inexperienced and disreputable men that had taken the places of the engineers and firemen, the Chicago press, with only a few exceptions, characterized the Switchmen's Mutual Aid Association as an institution not organized for benevolent purposes, but to foment trouble. I wish to say for the benefit of the Chicago press at least that the members of the Switchmen's Mutual Aid Association are a class of law-abiding citizens, and under no circumstances would we associate ourselves with an organization bent on evil purposes. If the Chicago press had taken the pains to examine into the works of our association they would be convinced that we are engaged in elevating our members to a higher intellectual plane, as well as to furnish railway

companies with efficient and trustworthy men. We are not of those that believe capital and labor are natural enemies. On the contrary the welfare of each is best promoted by a harmonious understanding between the two, and this view of the question I am happy to say is gaining ground every day among the men of means as well as the men of muscle.

The Conventions of the Brotherhoods of railroad employes already held, and to be held, are well calculated to keep alive the interest taken in labor topics, and as they are honored by men of acknowledged ability who give the Conventions their ripest thoughts upon subjects relating to labor and capital, it is safe to say that permanent good will be the result.

NOTES.

The switchmen want less work on Sunday and so resolved.

The next Annual Convention of the Association will be at Columbus, Ohio.

A resolution was passed to stand by the striking switchmen on the C., B. & Q. Good.

The Grand Lodge Officers were allowed railroad and sleeper fare, without being required to present their bills to the Convention. A compliment.

In the action taken upon federation the Convention decided that "the plan adopted by the Brotherhood of Locomotive Firemen, at their session at Atlanta, Ga., be adopted," and the details were left in the hands of a committee composed of the Grand Master, Vice-Grand Master and Grand Organizer and Instructor.

The following are the Grand Officers of the Association, viz: Frank Sweeney, Grand Master; John Downey, Vice-Grand Master; George S. Bailey, Grand Organizer and Instructor; J. W. Callahan, Chairman of the Board of Directors, elected for three years; S. K. Hardin, elected for two years; James F. Scullen, E. M. Hutchinson and J. M. Kelly, for one year.

James L. Monaghan, Ex-Grand Master of the Switchmen's Association, is a gentleman of large ability and thoroughly posted in railroad affairs. As the Grand Master of the Association he has won an enviable reputation as a fearless champion of the rights and interests of railroad employes. He is a man of earnest convictions, and on all occasions has the courage of convictions. He leaves the arduous position he has filled with distinguished credit, with the best wishes of hosts of friends for his future welfare.

THE Chicago Rapid Transit Company has taken steps to secure right of way for an elevated railroad through State and other streets. The project meets with much opposition, but the company promises to begin work early in the spring.

Resolutions.

ATLANTA, GA., August 1, 1888.

At a regular meeting of Kennesaw Lodge, No. 217, B. of L. F., held July 22, 1888, the following memorial resolutions were unanimously adopted:

WHEREAS, It is with heartfelt sorrow that we are called upon to announce that death has once more invaded our ranks and taken from our midst, on June 30, 1888, Brother John Ride; and

WHEREAS, In the death of Brother Ride the Brotherhood of Locomotive Firemen lost an earnest supporter of our principles and a true brother; his mother an affectionate son; his employers a faithful and trustworthy man, and the community a citizen whose upright and noble life was a standard of emulation to his fellows; therefore be it

Resolved, That while we mourn his untimely end and deplore the sad fate that has deprived us of the companionship of our noble-hearted brother, we are consoled by the hope that our loss is his gain, and that he is now enjoying the reward of a noble and useful Christian life.

Resolved, That while we deeply sympathize with the bereaved parents and relatives, we would sincerely direct them to the Savior—to look to Him; that while we bow in humble submission to the will of our allwise Father, we do not the less mourn the loss of our brother, and most sincerely regret the desolation and sorrow it has brought to his happy home circle.

Resolved, That especially to his sorrow-stricken mother do we tender our most sincere and heartfelt sympathy, knowing well how inadequate words are to lessen the desolation of her heart, and earnestly wishing that it were in our power to soften the grief and anguish of the bereaved ones; that while we sympathize with his mother and his brothers and friends in their great loss, we also miss the one who has mingled with us for a few moments, and we earnestly pray that Heavenly Father, in his infinite mercy, will give them strength to bear up under this terrible blow, and we are reminded of the solemn warning, "be ye also ready," and we will endeavor to so shape our lives while here upon earth as to be ready when death comes knocking at our door to give him the same answer that our deceased brother did, when he said, "God's will be done, I am ready."

Resolved, That as a token of respect for our departed brother, our charter be draped in mourning for the space of thirty days, that a copy of these resolutions be placed on our record, a copy presented to his mother and brothers, and that they be published in the *Firemen's Magazine*, also in the *Evening Journal*, of Atlanta, Ga.

JOHN M. BAIRD, }
W. F. HETZEL, } *Committee*.
J. S. WALLICE, }

FORT GRATIOT, MICH., August 5, 1888.

At a regular meeting of St. Clair Lodge, No. 116, Brotherhood of Locomotive Firemen, held Aug. 5th, the following resolutions were adopted:

WHEREAS: God, in his infinite wisdom and love, has seen fit to remove from our midst our beloved and worthy brother, Wm. Baby, who, without a moment's warning, was taken from this life while in the discharge of his duty, in the accident which occurred at Mt. Olivet, July 13; Therefore be it

Resolved, That we bow in humble submission to God's will believing "He doeth all things well," yet realizing keenly the loss this Lodge has sustained in the loss of our brother.

Resolved, That in his death the Brotherhood has lost a true and worthy member, and the Grand Trunk Railway has lost an efficient and trustworthy fireman, one who was faithful even to the end.

Resolved, That we sincerely sympathize with the wife and children, who knew so much better than we his many virtues, the loving deeds which

his kind and benevolent heart moved him to do through his whole life. And we ask in this time of sorrow which has fallen so heavily upon them, that God in his infinite love and mercy will help them to bear up under this great affliction which has so saddened their hearts and darkened their homes; remembering that He who "tempers the wind to the shorn lamb," will never forsake nor leave them, but will love and care for them to the end.

Resolved, That our thanks be and are hereby extended to the esteemed officials of the Grand Trunk Railway for their commendable kindness in furnishing transportation for those desiring to attend the funeral of our esteemed brother.

Resolved, That our thanks be extended to Standard Lodge No. 158, and also to Huron Lodge, No. 221, for their kindness and assistance at the burial of our brother.

Resolved, That we drape our charter in mourning for a period of thirty days, and a copy of these resolutions be engrossed and presented to the bereaved family; also, that they be entered upon the minutes, and a copy be forwarded to our *Magazine* for publication.

WM. A. BROWN, }
M. J. GLEASON, } *Committee*.
E. G. HUBBARD, }

LINCOLN, NEB., August 12, 1888.

At a regular meeting of Bee Hive Lodge, No. 179, B. of L. F., held at Lincoln, Neb., August 12, 1888, the following resolutions were unanimously adopted:

WHEREAS, The people of Omaha favored our city and Cushman park by a pleasure excursion on August 11, 1888, therefore

Resolved, That we, the firemen of Bee Hive Lodge, No. 179, heartily endorse the stand taken by the excursionists in refusing to return to their homes in Omaha over the B. & M. scab line.

Resolved, That we condemn the actions of Pineo, chief of the B. & M., his spies and his helpers, in maliciously and cowardly shooting into a crowd of innocent people and hope that the people of Lincoln will see that the innocent victims will receive satisfaction by a prompt and speedy trial of the miscreants.

Resolved, That we extend our sympathy to the unfortunate victims and hope for their speedy recovery.

Resolved, That a copy of these resolutions be forwarded to the Omaha Bee, Lincoln Call and *Firemen's Magazine*.

J. C. CRUNICAN, }
G. F. HINKLE, } *Committee*.
E. S. FULLER, }

NEWARK, O., September 19, 1888.

At a regular meeting of Taylor Lodge, No. 175, Brotherhood of Locomotive Firemen, the following resolutions were unanimously adopted:

WHEREAS, The members of Taylor Lodge, No. 175, B. of L. F., do with heartfelt sorrow announce that death has invaded our ranks and taken from our midst Bro. Harry M. Tomlinson, in a railroad accident, September 14, 1888, and

WHEREAS, In the death of Bro. Tomlinson, the Brotherhood of Locomotive Firemen loses an earnest supporter of our principles and a true brother, his parents a dutiful son, his brothers and sister an affectionate brother, his employers a trustworthy man and the community a citizen whose upright and noble life was a standard of emulation to his fellows; Therefore be it

Resolved, That while we mourn his untimely end and deplore the sad fate that has taken a brother from us, we are consoled by the hope that our loss is his gain and that he is now enjoying the reward of a noble, useful life.

Resolved, That while we sympathize with the bereaved parents and friends we would commend them to the Savior, who alone is able to soothe their sorrow.

Resolved, That a copy of these resolutions be

published in our city papers, and a copy be sent to the *Firemen's Magazine* for publication and a copy be sent to the bereaved family.

Resolved, That our charter be draped in mourning for the period of thirty days.

M. FITZGERALD,
ED. HULL,
W. R. STONE,
H. COLE, } *Committee.*

FT. WORTH, TEXAS, August 13, 1888.

At a regular meeting of Trinity Lodge, No. 83, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God, the Allwise Ruler of the Universe to remove from our ranks our beloved Brother, Wm. G. Smith, who lost his life while in the discharge of his duty, by his engine being wrecked in a washout, near Tacasa, Sunday morning, July 15, 1888, and

WHEREAS, Trinity Lodge, has lost by his death a good member, the Brotherhood an earnest supporter and his mother, brothers and sisters, a dutiful and loving son and brother. And while words are inadequate to express our great sorrow at the loss of our brother, we feel we can do nothing but bow our heads in submission to Divine will; therefore be it

Resolved, That we extend to the grief-stricken family of our departed brother, our sincere sympathy, and may the God of all grace give comfort to their sorrowing hearts.

Resolved, That as a token of respect to our departed brother, our charter be draped in mourning for thirty days, and that a copy of these resolutions be spread upon the records of the Lodge, and that a copy of these resolutions be sent to the bereaved family of our Brother, and that a copy be sent to the *Magazine* for publication.

W. G. BARWISE,
ED. HARTZELL,
B. G. PAGE, } *Committee.*

STEVENS POINT, WIS., September 9, 1888.

At a regular meeting of Golden Rule Lodge, No. 151, held September 9, 1888, the following resolutions were adopted:

WHEREAS, Geo. H. Carlton, a member of Baldwin Division, No. 80, B. of L. E., kindly assisted us at our public ball given at Rink Opera Hall, September 6, 1888.

WHEREAS, We most highly value said services; therefore be it

Resolved, That we extend our most heartfelt thanks to said Geo. H. Carlton for services rendered, and be it further

Resolved, That a copy of these resolutions be sent to said Geo. H. Carlton and also to Eugene V. Debs to be published in our *Magazine*.

A. T. WILLETT,
R. J. LUXAN,
A. R. JOHNSON,
R. S. COCHRAN,
G. L. GEARHART, } *Committee.*

HUNTINGTON, W. VA., September 6, 1888.

At a regular meeting held at the hall of Ohio River Lodge, No. 291, B. of L. E., the following preamble and resolutions were adopted:

WHEREAS, The members of this Lodge are called upon for the first time to drape their charter in mourning, it having been the will of Divine Providence to call from our midst our beloved companion and brother, William Bunch, who was killed by his engine running into a tree, September, 3, 1888. The Lord hath taken him away that we may realize in our bereavement the paramount duties of all flesh, that of so living that when our Heavenly Father calls us home we shall go in peace; therefore

Resolved, That we condole with the relatives and friends of the deceased, and especially to the sister and brothers would we extend our

heartfelt sympathy on this mournful occasion, assuring them that their brother was honored and esteemed as a brother by his fellow engineers and firemen.

Resolved, That as a token of respect for our deceased brother, our charter be draped in mourning for a space of thirty days.

Resolved, That a copy of these resolutions be sent to his sister and brothers and that a copy be sent to the *Firemen's Magazine* for publication.

LEE A. D. TATE,
E. C. STEPHENSON,
E. L. NEWCOMB, } *Committee.*

MONTREAL, CANADA, September 2, 1888.

At a regular meeting of St. Lawrence Lodge, No. 15, the following resolutions were unanimously adopted:

Resolved, That we tender a vote of thanks to Bro. D. Carr, of Star of the East Lodge, No. 118, Richmond Quebec, for his brotherly conduct in assisting Bro. F. W. Berryman of this Lodge, while sick at an out station (Acton Vale.)

Resolved, That copies of these resolutions be sent Bro. D. Carr, and to the *Firemen's Magazine* for publication.

J. ASHCROFT,
Secretary.

CLIFTON FORGE, VA., September 13, 1888.

At a called meeting of Jackson Lodge, No. 274, September 13, 1888, the following resolutions were unanimously adopted:

WHEREAS, It has pleased the Supreme Ruler of the Universe to remove from our midst our most worthy brother E. M. Risk, who departed this life on September 8, 1888. By his untimely death this Lodge loses an earnest supporter of its principles, his family its only support, and his employers an honorable and faithful servant. Therefore be it

Resolved, That we sincerely mourn his untimely death, and deeply deplore the sad fate that has deprived us of the companionship of a noble-hearted brother.

Resolved, That we tender the bereaved ones, and especially the heart-stricken mother our most sincere and heartfelt sympathy, knowing well how inadequate our words are to lessen the desolation of her heart, and earnestly wish it were in our power to soften the grief and anguish of the bereaved ones.

Resolved, That we drape our charter in mourning for the space of thirty days, and that these resolutions be placed on the minutes of our Lodge, and a copy sent to the family of the departed brother, and also to our *Magazine* for publication.

R. B. DONOVAN,
J. H. WHITE,
J. H. HOUSMAN, } *Committee.*

CHARTIERS, PA., September 30, 1888.

At a regular meeting the officers and members of Holbrook Lodge, No. 378, adopted the following resolutions:

WHEREAS, Our estimable brother, Henry Dixon, being taken from our midst by death on the morning of September 14, by jumping from his engine in order to avoid being killed in a collision.

Resolved, That in the death of Bro. Dixon, his father and sister lose a kind son and brother, the members of Holbrook Lodge a true friend, an honorable and efficient officer, and the company a faithful and trustworthy employe.

Resolved, That as a token of respect we drape our charter in mourning for the period of thirty days, that a copy of these resolutions be entered on the minutes of the Lodge Record, a copy to be given to his bereft family and published in the *Firemen's Magazine*.

J. PRICE,
P. DOYLE,
F. J. THOMER, } *Committee.*

MONCTON, N. B., August 21, 1888.

At a regular meeting of Glad Tidings Lodge, No. 233, R. of L. F., the following resolutions were adopted:

WHEREAS, It has pleased Almighty God to remove from our midst our beloved brother, the late Kenneth Campbell, by drowning at Big Bucktonche river, August 1st, 1888.

Resolved, That while in the death of Bro. Campbell his widowed mother and loving sisters have lost a dutiful and loving son and brother, our Brotherhood a most faithful and efficient member, it is with feelings of satisfaction that we can remember his noble qualities.

Resolved, That the sympathy of this Lodge be extended to loving friends and relatives who are bereaved by his sad death.

Resolved, That the thanks of this Lodge be extended to Mr. David Stewart and Mr. Thos. M. Williamson, Manager B. & M. Railway, for kind efforts in recovering remains and to Mr. N. L. Rand for kindnesses extended to our members as a body, which will ever be remembered with feelings of gratitude; also to members of Colonial and Sugar Loaf Lodges for their kind assistance at the funeral. Therefore

Resolved, That we drape our charter in mourning for thirty days and that a copy of these resolutions be sent to his widowed mother and also to the *Magazine* for publication and spread upon the minutes of the Lodge, and also published in the *Daily Times and Transcript*.

R. H. COGGON,
JOHN STEWART, JR., } Committee.
GEO. ANDERSON,

Acknowledgments.

TERRE HAUTE, IND., September 1, 1888.

To the Officers and Members of *Vigo Lodge*, No. 16:

GENTLEMEN:—I desire to acknowledge the receipt of a draft for fifteen hundred dollars (\$1,500), by the hand of Mr. C. A. Bennett, Receiver of *Vigo Lodge*, No. 16, the amount due me upon the policy of my late lamented husband, J. D. Early, who fell at his post while in the discharge of his duty. For all the sympathy and kind offices bestowed by his brethren of *Vigo Lodge*, I tender my grateful acknowledgements and thank and assure you that for the future prosperity of the Brotherhood, my good husband loved so well, you will ever have the devout prayers and good wishes of the widow and her orphan children.

Yours very truly,

MRS. J. D. EARLY.

MEADVILLE, PA., September 12, 1888.

To the Officers and Members of *Loyal Lodge*, No. 307 and *Grand Lodge B. of L. F.*:

GENTLEMEN:—I have received this day through the hands of Mr. Thomas S. Taylor, Receiver of *Loyal Lodge*, a draft for the sum of fifteen hundred dollars, the amount of the policy of my son C. F. Eckart. I desire to return my sincere thanks to the officers of the *Grand Lodge* for the prompt payment of the claim and to the members of *Loyal Lodge* for the sympathy and kindness shown in the hour of bereavement and my earnest prayer is that success and prosperity may always rest on the entire Brotherhood.

MRS. MARY ECKART.

BROCKVILLE, ONT., August 8, 1888.

To the Officers and Members of the *Brotherhood of Locomotive Firemen*:

GENTLEMEN:—Allow me to return to you my heartfelt thanks for the payment of the sum of fifteen hundred dollars (\$1,500), on the policy of my late son, C. D. Atkinson. I also desire to express much gratitude in behalf of myself and family, to *Lodge 172*, of which my dear son was a member, for the respectful and sympathetic manner in which they, with others, assisted in

performing the last sad rites at the funeral of our dear son and brother. I trust we shall ever hold you in grateful remembrance, and I feel constrained to add: "Be ye also ready, for in such an hour as ye think not, the Son of Man cometh."

Sincerely yours,

MRS. ELIZABETH ATKINSON.

LITCHFIELD, O., September 22, 1888.

To the *Brotherhood of Locomotive Engineers and Firemen*:

DEAR KIND FRIENDS:—My heart goes out to you all, for your sympathy and brotherly kindness to me in my great sorrow, and the love and honor shown by you to the memory of my dear fireman, who was one of your faithful members and a true Christian. I pray that you may be an undivided brotherhood in heaven. I always honored the brotherhood, and have felt that it was binding you strongly together, helping you to be noble men. That you are brave, faithful and true to each other in your lives, and in your work. But I never could fully realize the true brotherly love that exists among you until since my bitter sorrow. God alone knows how I appreciated all your kindnesses to me. He will surely reward you all. I can only thank you dear friends. I thank the brothers in our *Lodge*, No. 183, for the beautiful floral pillow presented by them. I also return my thanks for the draft I received through the hands of H. I. Miller. And may each and all find such friends in your hour of need, as you have been to me, in my earnest prayer. I am

Your sincere friend,

MRS. S. M. KENNELLEY.

Merit Appreciated.

In these days of close competition in business no manufacturer of staple goods can possibly succeed unless the qualities of his goods are up to the very highest standard. Messrs. James Means & Co.'s shoes have been most favorably known by the public for many years. Their goods certainly could not have won and could not now hold the high reputation which they do if it were not for the fact that they are superior to others in merit. James Means & Co. were the first shoe manufacturers in the country to show their confidence in the merits of their own goods by investing large sums of money in advertising them. We wish to call the attention of our readers to the advertisement of James Means' \$3 and \$1 shoes, which appears on another page of the present issue. There is no doubt that the mechanical improvements which have been made in James Means & Co.'s factory during the past ten years enables them to produce a shoe now retailing for four dollars, in every respect equal to the hand sewed shoes which a few years ago cost more than double that sum.

James Means & Co.'s shoes are carried in stock by wide-awake retailers in every state and territory of the United States. If your retailer cannot supply you with these goods, it shows that he is not up with the times, and you had better ask some other dealer for what you need.

For the *Magazine*.

THE SOUL'S YEARNING.

Why do we cling to this sad world of care,
When there is another more fresh, more fair,
In regions far away?

Where the wicked can't trouble, the weary can rest,
There to meet our God and dwell with the blest
In realms of eternal joy.

Then cheer up my soul and raise high the cross,
Abandon this world and all its base dross,

Let us flee from the wrath to come.

Oh! that we had the wings of the dove,

Away we would fly to that world of love,

And to our celestial home.

—Edward Splaine.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

NOVEMBER, 1888.



OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., November 1, 1888. }

Assessment Notice for November. ASSESSMENT No. 27 AND 28, \$2.00.

To Subordinate Lodges.

DEAR SIRS AND BROTHERS: You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 276. R. B. Jones, of Success Lodge, No. 33, was killed by Railroad Accident, July 9th, 1888.

CLAIM No. 277. Wm. Baby, of St. Clair Lodge, No. 116, was killed by Railroad Accident, July 13th, 1888.

CLAIM No. 278. R. E. Jewett, of Franklin Lodge, No. 9, died of Heart Disease, September 3d, 1888.

CLAIM No. 279. Absalom Grubb, of Provident Lodge, No. 220, was killed by Railroad Accident, September 4th, 1888.

CLAIM No. 280. Ralph Nicholson, of Vigo Lodge, No. 18, died of Tumor of the Tongue, September 8th, 1888.

CLAIM No. 281. Henry Dixon, of Holbrook Lodge, No. 374, was killed by Railroad Accident, September 14th, 1888.

CLAIM No. 282. L. H. Kettler, of Anchor Lodge, No. 51, was killed by Railroad Accident September 19th, 1888.

CLAIM No. 283. R. H. Miller, of Elkhorn Lodge, No. 28, was declared totally disabled with Anchylosis, Sept. 20th, 1888.

CLAIM No. 284. L. C. Thompson, of Endeavor Lodge, No. 267, died of Heart Disease, September 26th, 1888.

CLAIM No. 285. F. Miley, Jr., of Hampden Lodge, No. 307, died of Consumption, September 29th, 1888.

CLAIM No. 286. H. A. Ladd, of Rocky Mountain Lodge, No. 77, was declared totally disabled with Consumption, October 8th, 1888.

CLAIM No. 287. B. F. Wheeler, of Trinity Lodge, No. 83, was declared totally disabled with Consumption, October 8th, 1888.

CLAIM No. 288. Geo. Ferrell, of Webster Lodge, No. 222, was declared totally disabled with Consumption, October 8th, 1888.

Two assessments amounting to Two Dollars are levied for the payment of the above claims as follows:

Assessment No. 27 is levied on Claim No. 281, and all members who were admitted on or before September 20, 1888, are liable therefor.

Assessment No. 28 is levied on Claim No. 288, and all members who were admitted on or before October 8th, 1888, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before October 25th, 1888, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., November 1, 1888. }

Special Assessment No. 16. \$4.00.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified that Special Assessment No. 16, amounting to FOUR (\$4.00) DOLLARS, has been levied this day upon all members whose names appear upon the roll of membership November 1st, 1888, and must be paid to the Collector of your Lodge on or before November 25th, 1888, as provided in Sections 11, 12 and 13 of the Protective Department.

Any member failing to make payment of the foregoing assessment, as above required, will stand suspended from all the benefits of the Order until he has paid up and has been reinstated by a vote of the Lodge.

Any member failing or declining to make payment of the foregoing assessment within sixty days after the last day of payment will be expelled and so reported to the Grand Lodge in all things the same as in case of non-payment of beneficiary assessments.

Collectors are required to deliver their statements of this assessment to the Receiver, with the amount collected thereon, on or before December 1st, and Receivers are required to forward the same so as to reach the Grand Lodge on or before December 10th, 1888.

Any Lodge failing or declining to make its returns as above required will be subject to the same penalties that are provided for the non-payment of beneficiary assessments.

Yours fraternally,
EUGENE V. DEBS, G. S. & T.

Unknown Addresses.

ED. FRASCH—Any one knowing the whereabouts of Ed. Frasch, will please advise his sister, Mrs. Wm. Harm, 1,227 Bailey street, Harrisburg, Pa. When last heard from about three years ago, he was at Terrace, Utah.

T. ROLAND—A locomotive fireman, who when last heard from was at Eagle Pass, Texas, is requested to correspond with Grand Master F. P. Sargent, Terre Haute, Indiana.

P. J. KITSON—Who, when last heard from, was in New Orleans, is requested to correspond with Davy Crockett Lodge, No. 145. His friends are anxious to hear from him.

S. M. ISITT—Of Altoona Lodge, No. 287, is requested to correspond with the Secretary of his Lodge.

M. B. WILLARD—Of Centralia, Ill., is anxious to correspond with his brother, W. Vance Willard, formerly in the employ of the Illinois Cen-

tral R. R., or with any one who can furnish information of his whereabouts.

CHAS. H. SWEET—Of Rickard Lodge, No. 229, is requested to correspond with the Secretary of his Lodge at once. When last heard from, he was somewhere in the west.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., October 1, 1888.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending September 30, 1888.

RECEIPTS.

Lodge Nos.	Back Assesment's.	Assesment No. 24.	TOTAL.	Lodge Nos.	Back Assesment's.	Assesment No. 24.	TOTAL.
1	\$80 00	\$75 00	\$155 00	64			
2	19 01	19 00	38 00	65			
3	175 00	152 00	327 00	66	\$59 00	\$54 00	\$113 00
4	92 00	70 00	162 00	67	1 00	101 00	102 00
5	1 00	82 00	83 00	68	51 00	46 00	97 00
6	62 00	60 00	122 00	69	87 00	37 00	124 00
7	39 00	37 00	76 00	70	86 00	30 00	116 00
8	12 00	52 00	64 00	71	58 00	58 00	116 00
9	90 00	90 00	180 00	72	132 00	109 00	241 00
10	10 00	67 00	77 00	73	53 00	49 00	102 00
11	104 00	100 00	204 00	74	21 00	21 00	42 00
12	280 00	228 00	508 00	75	107 00	93 00	200 00
13				76	49 00	49 00	98 00
14	40 00	145 00	185 00	77	14 00	107 00	121 00
15		42 00	42 00	78	3 00	40 00	43 00
16	134 00	129 00	263 00	79	53 00	45 00	98 00
17	27 00	25 00	52 00	80	110 00	80 00	190 00
18	75 00	51 00	126 00	81	84 00	74 00	158 00
19	51 00	51 00	102 00	82	2 00	85 00	87 00
20	29 00	29 00	58 00	83			
21				84		64 00	64 00
22	27 00	19 00	46 00	85		49 00	49 00
23	10 00	50 00	60 00	86	59 00	50 00	109 00
24		35 00	35 00	87	13 00	26 00	39 00
25	45 00	48 00	93 00	88		49 00	49 00
26	79 00	69 00	148 00	89		8 00	8 00
27		85 00	85 00	90	45 00	39 00	84 00
28	57 00		57 00	91	46 00	46 00	92 00
29	38 00	38 00	76 00	92	19 00	34 00	53 00
30	16 00	15 00	31 00	93	82 00	73 00	155 00
31		35 00	35 00	94	121 00	39 00	160 00
32	27 00	25 00	52 00	95	1 00	117 00	118 00
33	60 00	57 00	117 00	96	39 00	39 00	78 00
34	2 00	50 00	52 00	97	68 00		68 00
35	13 00	16 00	29 00	98	33 00	33 00	66 00
36	74 00	42 00	116 00	99	98 00	89 00	187 00
37	45 00	31 00	76 00	100	35 00	33 00	68 00
38		66 00	66 00	101	260 00	101 00	361 00
39	86 00	33 00	119 00	102	31 00	28 00	59 00
40	81 00	62 00	143 00	103	147 00	111 00	258 00
41		25 00	25 00	104	23 00	23 00	46 00
42	37 00	27 00	64 00	105	11 00	131 00	142 00
43	74 00		74 00	106	24 00	27 00	51 00
44	2 00	65 00	67 00	107	99 00	89 00	188 00
45	75 00	63 00	138 00	108	21 00	21 00	42 00
46	58 00	41 00	99 00	109	1 00	74 00	75 00
47	88 00	70 00	158 00	110	44 00	23 00	67 00
48	1 00	68 00	69 00	111	65 00		65 00
49	39 00	38 00	77 00	112	39 00	33 00	72 00
50	210 00	210 00	420 00	113	85 00		85 00
51	94 00	47 00	141 00	114		17 00	17 00
52	50 00	81 00	131 00	115	31 00	27 00	58 00
53	28 00	22 00	50 00	116	51 00	50 00	101 00
54	101 00	92 00	193 00	117	53 00	53 00	106 00
55	25 00	27 00	52 00	118	31 00	26 00	57 00
56	24 00	23 00	47 00	119			
57	223 00	207 00	430 00	120		68 00	68 00
58				121	8 00	56 00	64 00
59	83 00	71 00	154 00	122		5 00	5 00
60	91 00	49 00	140 00	123	70 00	69 00	139 00
61		65 00	65 00	124	35 00	35 00	70 00
62				125	53 00	46 00	99 00
63	43 00	40 00	83 00	126	29 00	26 00	55 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assesment's.	Assesment No. 24.	TOTAL.	Lodge Nos.	Back Assesment's.	Assesment No. 24.	TOTAL.
127	\$52 00	\$45 00	\$97 00	207	\$1 00	\$59 00	\$60 00
128		20 00	20 00	208	51 00	47 00	98 00
129	60 00	61 00	121 00	209	25 00	26 00	51 00
130	84 00	68 00	152 00	210	44 00	43 00	87 00
131	105 00	32 00	137 00	211	55 00	55 00	110 00
132	61 00	38 00	99 00	212	27 00	28 00	55 00
133	85 00		85 00	213	18 00	18 00	36 00
134		31 00	31 00	214	37 00	35 00	72 00
135	33 00	21 00	54 00	215	58 00	59 00	117 00
136	53 00		53 00	216	103 00	44 00	147 00
137		30 00	30 00	217	29 00	32 00	61 00
138		32 00	32 00	218	26 00		26 00
139	71 00	25 00	96 00	219	41 00	39 00	80 00
140	61 00	48 00	109 00	220		38 00	38 00
141	95 00	71 00	166 00	221	36 00	36 00	72 00
142		83 00	83 00	222	43 00	22 00	65 00
143	30 00	17 00	47 00	223			
144	26 00	13 00	39 00	224			
145	33 00	35 00	68 00	225	32 00		32 00
146	46 00	47 00	93 00	226	27 00	27 00	54 00
147	4 00	46 00	50 00	227		23 00	23 00
148				228	49 00	101 00	150 00
149	254 00	205 00	459 00	229	26 00	26 00	52 00
150	50 00	46 00	96 00	230	59 00	59 00	118 00
151	55 00	51 00	106 00	231	79 00	31 00	110 00
152	48 00	46 00	94 00	232	15 00	6 00	21 00
153		28 00	28 00	233		32 00	32 00
154	29 00	24 00	53 00	234			
155				235	34 00	33 00	67 00
156	43 00	34 00	77 00	236			
157	29 00	20 00	49 00	237	68 00	58 00	126 00
158	88 00	80 00	168 00	238		21 00	21 00
159	112 00	18 00	130 00	239	39 00	30 00	69 00
160	41 00	41 00	82 00	240	95 00	84 00	179 00
161		39 00	39 00	241		11 00	11 00
162	95 00	95 00	190 00	242	73 00	67 00	140 00
163	91 00	19 00	110 00	243	14 00	14 00	28 00
164	43 00	43 00	86 00	244	118 00	97 00	215 00
165		43 00	43 00	245		43 00	43 00
166	5 00	50 00	55 00	246	48 00	27 00	75 00
167	46 00	37 00	83 00	247	21 00	16 00	37 00
168	7 00	75 00	82 00	248	7 00	35 00	42 00
169	127 00	127 00	254 00	249	13 00	14 00	27 00
170	42 00	39 00	81 00	250	81 00	77 00	158 00
171	30 00		30 00	251		50 00	50 00
172	43 00	44 00	87 00	252		81 00	81 00
173		39 00	39 00	253	42 00	36 00	78 00
174	122 00	123 00	245 00	254	45 00	40 00	85 00
175	28 00	28 00	56 00	255	58 00	53 00	111 00
176	14 00	14 00	28 00	256	28 00		28 00
177		35 00	35 00	257		30 00	30 00
178	62 00	50 00	112 00	258	45 00	23 00	68 00
179	52 00	44 00	96 00	259	33 00		33 00
180	30 00	10 00	40 00	260		19 00	19 00
181		19 00	19 00	261	20 00		20 00
182	31 00	62 00	93 00	262	46 00	36 00	82 00
183	35 00	32 00	67 00	263	24 00	26 00	50 00
184	21 00	17 00	38 00	264	42 00	42 00	84 00
185		14 00	14 00	265	56 00	58 00	114 00
186	73 00	46 00	119 00	266	50 00	48 00	107 00
187				267	64 00	36 00	100 00
188	100 00	79 00	179 00	268			
189	12 00	36 00	48 00	269	95 00		95 00
190	29 00	11 00	40 00	270	2 00	72 00	74 00
191	24 00	20 00	44 00	271	21 00		21 00
192	50 00	59 00	109 00	272	29 00	29 00	58 00
193	18 00	34 00	52 00	273	40 00	40 00	80 00
194	103 00	35 00	138 00	274	40 00	10 00	50 00
195	20 00	20 00	40 00	275	39 00		39 00
196	22 00	22 00	44 00	276	15 00	15 00	30 00
197	54 00	46 00	100 00	277	14 00	12 00	26 00
198				278			
199	73 00		73 00	279			
200				280	24 00		24 00
201	35 00	27 00	62 00	281	17 00	15 00	32 00
202	6 00	41 00	47 00	282	4 00	22 00	26 00
203	55 00	44 00	99 00	283	42 00	40 00	82 00
204	11 00	11 00	22 00	284	175 00	94 00	269 00
205		51 00	51 00	285	40 00	48 00	88 00
206	26 00	13 00	39 00	286	75 00	70 00	145 00

Beneficiary Statement—Continued.

Lodge No.	Back Assess'ts.	Assess't No. 24.	TOTAL	Lodge No.	Back Assess'ts.	Assess't No. 24.	TOTAL
287	\$81.00	\$40.00	\$141.00	337	\$1.00	\$42.00	\$43.00
288	16.00	16.00	32.00	338	18.00	18.00	36.00
289				339		27.00	27.00
290	54.00		54.00	340	47.00	22.00	69.00
291	42.00	29.00	71.00	341	26.00	22.00	48.00
292	24.00		24.00	342	34.00		
923				343	8.00	8.00	16.00
294	26.00	26.00	52.00	344	14.00	12.00	26.00
295	16.00	16.00	32.00	345			
296		23.00	23.00	346	14.00	14.00	28.00
297	18.00	9.00	27.00	347	11.00	11.00	22.00
298				348	18.00		18.00
299	38.00	38.00	76.00	349	43.00	37.00	80.00
300	43.00		43.00	350	1.00	23.00	24.00
301	24.00	24.00	48.00	351		14.00	14.00
302	18.00	19.00	37.00	352	33.00	31.00	64.00
303	24.00	23.00	47.00	353			
304	32.00	29.00	61.00	354	64.00	62.00	126.00
305	27.00	15.00	42.00	355	31.00	18.00	50.00
306	56.00	56.00	112.00	356	32.00	27.00	59.00
307		39.00	39.00	357	50.00	46.00	96.00
308				358	13.00		13.00
309		27.00	27.00	359	21.00		21.00
310	30.00	28.00	58.00	360	27.00	27.00	54.00
311	23.00	23.00	46.00	361	5.00	33.00	38.00
312	36.00	36.00	72.00	362	24.00	28.00	52.00
313	30.00	28.00	58.00	363		32.00	32.00
314				364	30.00		30.00
315	48.00	45.00	93.00	365	27.00	27.00	54.00
316	45.00	38.00	83.00	366	13.00	11.00	24.00
317	58.00	58.00	116.00	367	14.00	11.00	25.00
318		15.00	15.00	368	20.00	17.00	37.00
319	50.00		50.00	369	26.00	24.00	50.00
320	40.00	30.00	70.00	370	4.00	10.00	14.00
321	16.00	15.00	31.00	371	1.00	16.00	17.00
322	45.00	25.00	70.00	372	14.00	15.00	29.00
323	41.00	25.00	66.00	373	62.00	13.00	75.00
324	7.00	7.00	14.00	374	15.00	12.00	27.00
325	7.00	7.00	14.00	375	16.00	16.00	32.00
326	7.00	22.00	29.00	376	36.00	32.00	68.00
327	52.00	24.00	76.00	377	54.00	24.00	78.00
328	65.00		65.00	378		19.00	19.00
329	16.00		16.00	379			
330	21.00		21.00	380			
331	28.00	28.00	56.00	381		16.00	16.00
332				382		21.00	21.00
333	77.00	74.00	151.00	383		38.00	38.00
334	25.00		25.00	384			
335	28.00	29.00	57.00	385			
336	7.00	6.00	13.00	386			

Balance on hand September 1 \$38,198 00
 Received during month 28,027 00

Total \$66,225 00
 By Claims 238, 239, 240, 241, 242, 243, 244, 245,
 246, 247, 248, 249, 250, 251, 252, 253, 254, 255,
 256, 257, 258, 259, 260, 261 and 262 \$37,500 00

Balance on hand October 1 \$28,725 00
 Respectfully submitted,
 EUGENE V. DEHS, G. S. and T.

Grand Lodge.

F. P. SARGENT Grand Master
 Terre Haute, Indiana.
 J. J. HANNAHAN Vice Grand Master
 Box 655, Englewood, Ill.
 E. V. DEHS Grand Secretary and Treasurer
 Terre Haute, Indiana.
 E. V. DEHS Editor and Manager of Magazine
 Terre Haute, Indiana

BOARD OF GRAND TRUSTEES.

J. W. GARDNER Chairman
 Box 738, Fort Dodge, Iowa.
 C. C. SUTHERLAND Secretary
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 F. X. HOLL 806 22d ave S., Minneapolis, Minn.
 W. H. McDONNELL 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

L. DEER PARK; Port Jervis, N. Y.
 Meets in Union Hall at 2 P. M. every Sunday.
 James Fordyce, Box 395 Master
 Wm. Uhlman Secretary
 A. H. Marsh Collector
 Chas. H. Darkman, Box 26 Receiver
 W. H. Decker Magazine Agent
 I. HAND IN HAND; Providence, R. I.
 Meets 2d Monday of each month, at 8:30 P. M., in
 Engineers' Hall.
 C. Anthony Taft, 326 Chalkstone ave Master
 Joseph W. Healy, 68 Lippitt St. Secretary
 Willis A. Aldrich, 271 Smith St. Collector
 J. W. Williams, 314 N Main st Receiver
 Magazine Agent
 I. ADOPTED DAUGHTER; Jersey City, N. J.
 Meets 2d and 4th Sundays at 2 P. M. in Germa-
 nia Hall, 140 Newark ave.
 C. W. Martin, 467 Grove st Master
 D. W. J. Mahoney, 243 Second St Secretary
 J. B. Sweet, 125 Academy St Collector
 O. E. Benter, 1060 Herkimer St., Brook-
 lyn, New York Receiver
 S. Simpson, 572 Jersey Ave Magazine Agent
 4. GREAT EASTERN; Portland, Maine.
 Meets in B. of L. E. Hall, 1st and 3d Sundays.
 F. O. Mitchell, 12 Mountfort St Master
 C. D. Getchell, 9 Brattle St Secretary
 A. E. Dennison, 28 Merrill St Collector
 F. A. Huff, 47 Hanover St Receiver
 F. E. Pottle, 93 Newberry st Mag. Agent
 5. CHARITY; St. Thomas, Ontario.
 Meets in Engineer's Hall every Tuesday at 8
 P. M.
 L. D. Norton, Box 1273 Master
 L. D. Norton, Box 1273 Secretary
 Robert Romain Collector
 Frank Turill, Box 1273 Receiver
 Wm. Deyell, Box 1273 Magazine Agent
 6. PRIDE OF THE WEST; De Soto, Mo.
 Meets 1st and 3d Mondays at 1 P. M.
 J. Christof, L. B. Box 196 Master
 Alex. Williams, L. B. Box 212 Secretary
 B. H. Latham, Box 403 Collector
 F. W. Gratio, Box 298 Receiver
 Alex. Williams, L. B. Box 212 Magazine Agent
 7. POTOMAC; Washington, D. C.
 Meets 2nd and 4th Sundays in Monumental
 Building, Pennsylvania avenue, northwest,
 Bet. 1st and 2d streets.
 A. J. Williams, 327 C. St., S. W. Master
 Henry B. Claggett, 718 F. St., S. W. Secretary
 Wm. C. Jasper, 509 S Capitol st Collector
 Jas. E. Johnson, 627 Virginia ave., S. W. Receiver
 Jos. M. Harmon, 1417 Maryland Ave.,
 Baltimore, Md. Mag. Agent

- 8. RED RIVER; Denison City, Texas.**
Meets every Saturday at 7 P. M., in I. O. O. F. Hall, Main st.
C. W. Jeffries, 700 Houston ave. Master
R. E. Sherrill, 717 Nelson St. Secretary
T. W. Weaver, 700 W. Munson st. Collector
J. J. Crofton, 308 Houston ave. Receiver
Chas. W. Jeffries. Magazine Agent
- 9. FRANKLIN; Columbus, Ohio.**
Meets at 64½ N. High St., first Monday and third Tuesday evenings.
F. W. Arnold, 544 E. Main St. Master
C. C. Coit, 986 Pennsylvania Ave. Secretary
N. T. Beynon, 97 St. Clair St. Collector
F. J. Kistler, 212, 214 South High St. Receiver
Leonard Lawrence, 889 Curtis Ave. Mag. Agent
- 10. FOREST CITY; Cleveland, Ohio.**
Meets 2d and 4th Tuesdays at 7 P. M., in Odd Fellows Hall, 52 Public Square.
Jas. F. Tousey, 24 Alford St., S. E. Master
A. G. Laubscher, Seward St., West Cleveland Secretary
T. P. Curtis, 41 West Madison St. Collector
John Crouse, 51 Penn St. Receiver
A. G. Laubschs, Seward St., West Cleveland Mag. Agent
- 11. EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays in Grimers Hall.
Frank N. Caffey Master
G. A. Stevenson, Box 106 Secretary
J. W. Sinclair, L. Box 96 Collector
Elvin Teel Receiver
A. L. Vandegrift Mag. Agent
- 12. BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. J. Knauff, 238 Fifth St. Master
Wm. J. Bruman, 395 Swan St. Secretary
W. J. Minor, 507 Eagle St. Collector
P. J. McNamara, 178 Miami St. Receiver
A. S. Bickley, 367 Myrtle St. Magazine Agent
- 13. WASHINGTON; Jersey City, N. J.**
Meets 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M. Cor. Maple St., and Pacific Ave.
G. E. Hull, cor. Hollidais & Lafayette sts. Master
Henry Kline, 141 Maple St. Secretary
Arthur Bogart, 180 Whitten st. Collector
P. C. Quick, Somerville, N. J. Receiver
D. M. Blake, 254 Communipaw Ave., Mag. Agent
- 14. EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. at 84 W. Washington St., fourth floor.
Geo. P. Kern, 101 Belmont ave. Master
Wm. F. Smith, 689 E. Washington st. Secretary
E. J. Kline, 635 North West St. Collector
W. J. Hugo, 45 Ruckle St. Receiver
H. Zink, 163 So. East St. Magazine Agent
- 15. ST. LAWRENCE; Montreal, Canada.**
Meet in St. Charles Club Room, Point St. Charles, every alternate Sundays.
James Murphy, 65 Mullen St. Master
James Ashcroft, 114 Congregation St. Secretary
Sam Edwards, 212½ Bourgeois St., Point St. Charles, Montreal Collector
H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
H. J. Clarke, 154 Charron St., Point St. Charles, Montreal, Canada Mag. Agent
- 16. VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs Master
J. F. O'Reilly, 451 N. 4th St. Secretary
Henry Balersdorf, 233 N. 12th St. Collector
C. A. Bennett, 1004 N. 9th St. Receiver
E. W. Bundy, 702 N. 14½ St. Magazine Agent
- 17. PINE RIDGE; Chadron, Neb.**
Meets 1st and 3d Sundays, at Masonic Hall.
J. H. Royer, L. Box 307 Master
L. V. Bowman Secretary
E. M. Wiles, L. Box 321 Collector
Rufus E. Chandler, L. Box 315 Receiver
J. H. Butler, Long Pine, Neb. Magazine Agent
- 18. WEST END; Slater, Mo.**
Meets in I. O. O. F. Hall 1st and 3d Sunday nights.
E. M. Mattice Master
J. W. Dawdy, Box 178 Secretary
Albert Disney, Box 19 Collector
Geo. W. Michel, Box 145 Receiver
Albert Disney, Box 19 Magazine Agent
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:00 P. M.
J. S. Baitt, Box 8 Master
W. E. Cobb, Box 8 Secretary
F. W. Youngmans, Box 8 Collector
Edgar Shepley, Box 8 Receiver
H. L. Huston, Box 8 Magazine Agent
- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 P. M.
Ed. Cahow Master
Geo. C. Wells, Box 117 Secretary
Geo. Morse Collector
A. H. Copeland Receiver
E. L. Fick Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M., at 902 So. 4th St.
Eli Glasas, 944 Chouteau ave. Master
D. C. McClintock, 2018 Gratiot St. Secretary
Wm. Merkle, 810 Chambers st. Collector
Wm. C. Linck, 1423 Dodder St. Receiver
Eli Glasas, 944 Chouteau Ave. Magazine Agent
- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
Dan. O'Connor Master
F. A. Bonner Secretary
Alex. McLennan Collector
Dan O'Connor Receiver
George Brash Magazine Agent
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Mondays, over Wheeler's bank.
Chas. McKay, Box 7 Master
J. S. Ott, Box 381 Secretary
H. A. Dick, Box 381 Collector
J. S. Ott, Box 381 Receiver
Wm. P. Stevens Magazine Agent
- 24. GREAT WESTERN; Parsons, Kansas.**
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
J. E. Powell, L. Box 144 Master
F. E. Green, Box 413 Secretary
Chas. W. Maier, Box 514 Collector
J. E. Powell, L. Box 144 Receiver
J. W. Terrell, Box 322 Mag. Agent
- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
Aaron Starks, Box 349 Master
Ed. C. Brownson, Box 34 Secretary
James F. Bills Collector
Simon Rogers Receiver
Wm. J. Webster Magazine Agent
- 26. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays in B. L. E. Hall.
Wm. H. Pobjoy Master
Thomas Williams Secretary
Wm. H. Pobjoy Collector
Frank R. Melcher Receiver
Chas. A. Rich Magazine Agent
- 27. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d Sunday at 2:30 P. M. and 4th Mondays at 7:30 P. M. at Room 13 O'Hara's Block.
F. McArdle, 306 B Ave., west Master
J. E. Collins, B. C. R. & N. R'd House Secretary
J. L. Jennings, 328 G Ave, W. Collector
C. B. Everett, 46 A avenue Receiver
J. H. McKenzie, 172 B Ave. Magazine Agent
- 28. ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
Thos. Burney, L. Box 2-5 Master
Reed M. Hindman, L. Box 322 Secretary
John T. Stuart, L. Box 387 Collector
Frank D. Winn, L. Box 232 Receiver
P. M. Hindman Magazine Agent

- 29. CERRO GORDO; Mason City, Iowa.**
Meets 1st and 3d Tuesday evening of each month
cor. Second and Main Sts.
Chas S. Holman Master
J. H. Fulton, Box 708 Secretary
Max Newbours Collector
J. H. Fulton, Box 708 Receiver
Stephen A. Trine Mag. Agent
- 30. CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E
Waterloo, 1st and 3d Sundays at 2 P. M.
E. T. Gregory, 514 Saxon St. Master
E. A. Corson, Box 1154 Secretary
H. P. Esty Collector
E. A. Corson, Box 1154 Receiver
F. Fern, care J. C. R. R. shop Magazine Agent
- 31. E. E. CENTRE; Atchison, Kansas.**
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d
and Commercial St.
H. L. Clark, cor. Roberts and Commer-
cial st Master
C. H. Norris, 105 S 3d St Secretary
Chas. Bennington, 14th and Santa Fe st. Collector
John O'Connor, 1303 Main St Receiver
C. H. Norris, 901 Commercial St. Mag. Agent
- 32. BORDER; Ellis, Kansas.**
Meets Tuesday evenings at 7:30 in I. O. O. F. Hall.
Geo. M. McClure, Box 205 Master
Gustave Ebeling Secretary
A. M. Peattie, Box 103 Collector
A. Waters Receiver
Harry Stigall Magazine Agent
- 33. SUCCESS; Trenton, Mo.**
Meets in Engineer's Hall, over Union Bank, 1st
and 3d Mondays at 2 P. M., and 2d and 4th
Mondays at 7 P. M.
Thomas E. Torpey Master
Thomas Griffin, Box 145 Secretary
Wm. Eckermen Collector
Frank Park Receiver
F. J. Fischer Magazine Agent
- 34. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2:30 P. M. in Engi-
neer's Hall, Fourth St.
E. M. Hodge, 608 7th Ave Master
Wm. Andrews, 502 N. Fourth St. Secretary
F. A. Kinch, 522 Seventh Ave Collector
Thos. Bulen, 619 Sixth Ave Receiver
Joseph F. Butler, 1705 S. 5th St Mag. Agent
- 35. AMBOY; Amboy, Ill.**
James Lavel Master
Thomas Monahan, Box 458 Secretary
Jas. Bersley Collector
Thomas Monahan, Box 458 Receiver
Jas. P. Duggan Magazine Agent
- 36. TIPPECANOE; Lafayette, Ind.**
Meets in Red Men's Hall at 2 P. M. Sundays
J. E. Crusey, 193 N. 6th St. Master
Albert H. Kelley, 98 Green St Secretary
Louis Raub, 126 N 8th st Collector
W. R. Johnson, 110 S. 4th St Receiver
M. S. Hewes, 82 Smith St. Magazine Agent
- 37. NEW HOPE; Centralia, Ill.**
Meets every Thursday at 8 P. M.
H. G. Cormick, Box 151 Master
W. D. Holton, Box 244 Secretary
W. D. Hoton, Box 241 Collector
C. W. Styles Receiver
T. J. Prickett Magazine Agent
- 38. AVON; Stratford, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
James Harvey, Box 318 Master
J. T. Burke, Box 318 Secretary
Wm. O'Brien, Box 318 Collector
G. Nursey, Box 318 Receiver
Eugene A. Ball Magazine Agent
- 39. TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M., in Red
Men's Hall.
Geo. H. Hinkley Master
James Maroney Secretary
John O. Boyle Collector
Geo. H. Hinkley Receiver
Carl Bolts, 8081 Fifth Ave. Magazine Agent
- 40. BLOOMING; Bloomington, Ill.**
Meets 910 W. Chestnut st., Tuesdays, at 7:30 P. M.
John Clark, 720 W Chestnut st Master
P. L. Cutler, 707 W Locust st Secretary
Geo. Meade, 1116 W. Chestnut St. Collector
James Hill, 1206 N Lee st Receiver
Ed. J. Spreen, 608 N. Mason St., Magazine Agent
- 41. ONWARD; Dickinson, Dakota.**
Meets every Thursday at 7:30 P. M., in Odd Fel-
low's Hall.
W. F. Cunningham, L. Box 215 Master
O. A. Dowskey, Box 17 Secretary
O. A. Dowskey, Box 17 Collector
Joe Croothwaite, L Box 158 Receiver
W. R. Williams Magazine Agent
- 42. ELMO; Madison, Wis.**
Meets in Good Templars Hall 2d and 4th Sundays.
Alfred Tyler, 312 Lake St Master
John Cashen, cor Clymer & Broom st. Secretary
Jno. Harrington, 520 W Main St Collector
Alfred Tyler, 312 Lake St Receiver
Alfred Tyler, 312 Lake St Mag. Agent
- 43. ST. JOSEPH; St. Joseph, Mo.**
Meets 1st and 3d Thursdays at I. O. O. F. Hall, 10
Pacific St.
F. O. Porter, N. E. Cor. Thirteenth and
Penn. Sts Master
Jas. Hyndman, 2216 S Sixth St Secretary
Jas. Hyndman, 2218 S. Sixth St. Collector
W. E. Sullivan, 2218 S. Sixth St. Receiver
C. D. Porter, 2324 S. 6th St., St. Joseph,
Mo Magazine Agent
- 44. F. W. ARNOLD; East St. Louis, Ill.**
Meets alternate Tuesdays, at 7:30 P. M. in Jack-
soch Hall on Missouri and Main sts.
T. J. Hayes, Box 375 Master
C. E. Long, Box 354 Secretary
John U. Roy Collector
Thos. Halpin Receiver
T. J. Hayes, Box 375 Magazine Agent
- 45. ROSE CITY; Little Rock, Ark.**
Meets in Quapaw Hall every Monday night.
P. H. Williams, 1114 Water St. Master
Ed Chamberlain, 815 North St Secretary
Wm. Smith, 206 Cross st Collector
George Emery, 802 No'th St Receiver
Ed Chamberlain, 815 North St Mag. Agent
- 46. CAPITAL; Springfield, Ill.**
Meets at Engineers' Hall, 217 South 5th st, 1st
and 3d Sundays at 2 P. M.
A. D. Hensley, 911 E. Reservoir st Master
E. W. Rowland, 427 S Ninth st Secretary
E. W. Rowland, 427 S. Ninth St Collector
James Allen, South 11th st Receiver
E. W. Anderson, 1007 E. Cook St. Mag. Agent
- 47. TRIUMPHANT; Chicago, Ill.**
Meets in Prosperity Hall, N. E. cor. State and
18th sts. 1st Monday evening and 3d Sunday
afternoons.
W. E. Burns, 122 Newberry st. Master
Wm. Keeler, 3830 LaSalle st Secretary
Wm. Keeler, 3830 LaSalle st Collector
C. Watson, 183, E 22d st Receiver
Martin Creighton, 1436 Indiana Ave. Mag. Agent

48. **W. F. HYNES; Peoria, Ill.**
Meets in G. A. R. Hall 1st Saturday at 7:30 P. M.,
and 3d Sunday at 2 P. M.
G. C. Watt, 617 1st st. Master
J. V. Johnson, 412 Spencer St. Secretary
W. A. McMillan, 206 State St. Collector
G. C. Watt, 617 1st St. Receiver
Jas. E. Dillon, 503 Frink St. Magazine Agent
49. **J. M. RAYMOND; Decatur, Ill.**
Meets 2d and 4th Sundays at 3 P. M., in Engin-
eer's Hall, E. Eldorado St.
Chas. Hockery, 1113 N Calhoun st. Master
Geo. Homer, 1021, E Cerro Gordo st. Secretary
Wm. Murphy, 921 E Eldorado st. Collector
A. H. Sutton, 875 N. Water St. Receiver
Wm. Langelt, 903 N. Morgan st. Magazine Agent
50. **GARDEN CITY; Chicago, Ill.**
Meets 1st and 3d Saturdays at 7:30 P. M.
J. J. Coffey, S. W. cor. School & Dunkin
Park, Town of Lake, Ill. Master
John O. Grady, 4930 Butterfield st. Secretary
C. D. Dickerman, 5142 Dearborn st. Collector
J. J. Delancy, 807 Dexter ave. Receiver
G. W. Brislen, 4700 Wabash Ave. Mag. Agent
51. **FRISCO; North Springfield, Mo**
Meets 2d and 4th Saturdays of each month at
7:30 P. M. in Masonic Hall.
E. R. Harlan Master
Michael Gaffney, Box 277 Secretary
George Hasler Collector
John S. Carson Receiver
Chas. Schuler Mag. Agent
52. **GOOD WILL; Logansport, Ind.**
Meets every Sundays at 2 P. M., Cor. Fourth and
Market Sts.
Chas. Truman, 1818 Spear at Master
W. A. McDonald, 1216 Smead St. Secretary
F. M. Witt, 622 Fifteenth St. Collector
M. W. Jamison, Market and Fourth sts., Receiver
J. A. Holland, corner George and 15th
Sts. Magazine Agent
53. **EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays at 2:30 P. M., in A. O.
U. W. Hall, cor. Fifth and Com. sts.
John C. Hampson, 114 West st. Master
Louis D. Brigham, 108 Rural st. Secretary
John McJaha, Moline, Kan. Collector
John Turnpaugh, 2 Pine St. Receiver
W. E. Samuels, 524 Rural St. Mag. Agent
54. **ANCHOR; Moberly, Mo.**
Meet Tuesdays at 7 P. M. in Supplies Bros. Hall.
James A. Robertson Master
J. T. Grimes, L. Box 113 Secretary
M. Sullivan, Box 1551 Collector
Luther B. Chamblin, Box 284 Receiver
J. S. Hannah, Box 1574 Mag. Agent
55. **BLUFF CITY; Memphis, Tenn.**
Meets 2d and 4th Thursday evenings, at No. 16
Johnson Ave.
Jacob Fuchas, L. & N. Shops Master
Jacob Wagner, L. & N. Shops Secretary
Jacob Wagner, L. & N. Shops Collector
Con Shea, L. & N. Shops Receiver
J. E. McFadden, 186 Johnson ave. Mag. Agent
56. **BANNER; Stanberry, Mo.**
Meets every Saturday night at 7:30 P. M.
Jos. J. Smith Master
Chas. H. Runyan Secretary
Chas. H. Runyan Collector
T. A. Newcomb Receiver
Jos. J. Smith Mag. Agent
57. **BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays of each month at Odin
Hall, 47 Hanover st.
F. F. Derby, Fitchburg R. R. Engine House,
Charlestown, Mass. Master
T. H. Haines, Ocean View St., Win-
throp, Mass. Secretary
A. W. Spurr, 66 Hammond St. Collector
T. H. Haines, Ocean View St., Winthrop,
Mass. Receiver
L. R. Stewart, 38 Cross St., East
Sommerville, Mass. Mag. Agent
58. **SACRAMENTO; Rocklin, Cal.**
Meet every Monday in Masonic Hall at 1 P. M.
C. C. Brown Master
C. E. Warrington Secretary
C. E. Warrington Collector
M. H. Tuttle Receiver
M. H. Tuttle Magazine Agent
59. **ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday evening at 7:30.
S. H. James, 610 W 7th st., Pueblo Master
John Gallagher, 27 Block Secretary
C. S. Walker, 308 Mechanic st., Pueblo Collector
M. C. Donnelly, 316 E. 2d St., Pueblo Receiver
John T. Dejersey, Pueblo, Colo. Mag. Agent
60. **UNITED; Philadelphia, Pa.**
Meets alternate Sundays at Dover Hall, Marshall
St. above Susquehanna ave.
Fred. O. Metzger, 1831 Letterly st. Master
Howard Reeder, 1943 Lawrence st. Secretary
J. R. Race, 521 Diamond St. Collector
B. F. Pettit, 2055 N. Ninth St. Receiver
J. R. Race, 521 Diamond st. Magazine Agent
61. **MINNEHANA; St. Paul, Minn.**
Meets 2d and 4th Sundays, in Druid's Hall, cor.
Jackson and 7th Sts.
James V. Piper, cor. Jackson St. and
Como ave Master
P. McLaughlin, 78 Sycamore St. Secretary
H. E. Kemp, 283 Granite St. Collector
Theo. F. Hart, 709 Tuscarora St. Receiver
Jas. Johnson, 608 Warren St. Magazine Agent
62. **VANBERGEN; Carbondale, Pa.**
Meets 2d and 4th Sundays at 2 P. M., in Odd Fel-
lows' Hall cor. 7th and Church sts.
John P. McCawley, Box 608 Master
U. S. Van Demark Secretary
W. H. Brokenshier Collector
A. M. Banks, Box 479 Receiver
O. E. Histed, L. Box 855 Magazine Agent
63. **HERCULES; Danville, Ill.**
Meets 1st and 3d Sundays in K. of H. Hall, West
Main street.
John Myers, 808 N. Jackson St. Master
Bernard Manion Secretary
John Wakely, Box 772 Collector
H. J. Bohn, 501 E. Main St. Receiver
T. A. Hudson Mag. Agent
64. **SIOUX; Sioux City, Iowa.**
Meets 2d and 4th Sundays at 2:30 P. M. in K. P.
Hall.
D. L. Davenport, 1521 E Sixth st. Master
James Griffin, 419 Clark st. Secretary
Sidney Weir, 506 Iowa St. Collector
D. L. Davenport, 1521 E Sixth st. Receiver
Warren Bennett Mag. Agent
65. **FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
Jas. B. Newcomer Master
G. Bennett Secretary
J. A. Robinson Collector
W. D. Grimes, Box 488 Receiver
George Woskie Magazine Agent
66. **CHALLENGE; Belleville, Ontario.**
Meets in B. of L. F. Hall, 2d and 4th Sundays at
2:30 P. M.
Robert Milne, Belleville Station Master
F. C. Link, Belleville Station Secretary
W. J. Logue, Box 9, Belleville Station Collector
Tim Daly, Jr., Belleville Station Receiver
R. Snell Magazine Agent
67. **DOMINION; Toronto, Canada.**
Meets in I. O. O. F. Hall 2d and 4th Sundays at
2:30 P. M.
W. Brent, 85 Spadina ave. Master
Sidney Vaughan, 5 Draper St. Secretary
Jas. Pratt, 174 Huron St. Collector
Sidney Vaughan, 5 Draper St. Receiver
Jas. Pratt, 78 Huron St. Mag. Agent

68. EAU CLAIRE; Altoona, Wis.

Meets 2d and 4th Sundays at 2 P. M.
 Martin E. Cuddy, Box 193 Master
 Timothy Anglim Box 12 Secretary
 Patrick E. Keating, Box 62 Collector
 Martin E. Cuddy, Box 193 Receiver
 M. E. Duggan, Altoona, Wis. Mag. Agent

69. ISLAND CITY; Brockville, Ontario.

Meets every Thursday evening at 7:30 P. M. in the Merril Block.
 Thos. Shields, Box 558 Master
 A. W. Dales, Box 206 Secretary
 J. G. Goodison, Box 206 Collector
 I. J. Beehler, Box 558 Receiver
 Benjamin Dickerson Magazine Agent

70. LONE STAR; Longview, Texas.

Meet every Tuesday at 2 P. M. in I. O. O. F. Hall.
 I. H. Stout, Box 411 Master
 Lorenzo D. Oden, Box 411 Secretary
 Albert N. Oden, Box 411 Collector
 Lorenzo D. Oden, Box 411 Receiver
 C. W. Slayton, Box 411 Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall 2d and 4th Sundays at 8 P. M.
 Willard Robinson, 6 Mickley ave Master
 W. W. Rowe Secretary
 R. W. Mills Collector
 Irvin Baker Receiver
 J. E. Owens, Box 598 Magazine Agent

72. WELCOME; Camden, N. J.

Meets 1st and 3d Sundays of each month at N. E. Cor. 8d and Federal Sts.
 John Coulter, 578 Benson St Master
 Geo. M. Kern, 552 So 4th st. Secretary
 Garret M. Western, 565 Bridge St. Collector
 Jas. L. Gibbs, Collinswood, N. J. Receiver
 Henry Harris, 446 Henry St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets 2d and 4th Sundays at 302 Main St.
 E. Brewer, 27 Houghton st. Master
 Chas. A. Smith, 124 Central St Secretary
 Chas. L. Dodge, 21 Lagrange st. Collector
 Chas. O. Sykes, North Grafton, Mass. Receiver
 E. A. Bragg, 8 Kilby St. Magazine Agent

74. KANSAS CITY; Kansas City, Mo.

Meets in Forresters' Hall alternate Mondays.
 D. McDonnell, 2114 Belleview Ave Master
 J. M. Tierney, Box 73, Station "A" Secretary
 R. Haslett, 2117 Madison avenue Collector
 W. B. Roberts, 1604 Madison Ave Receiver
 H. O. Draper, Station "A" Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets 2d and 4th Sunday afternoons in Erickson's Hall, 3947 Lancaster ave.
 Chas. H. Hawman, 3728 Lancaster ave., West Philadelphia Master
 C. W. Reeves, 620 N. 38th St., W. Philadelphia Secretary
 Frank Dupell, 3621 Aspen St., W. Philadelphia Collector
 C. W. Reeves, 620 N. 38th St., W. Philadelphia Receiver
 Frank Dupell, 3621 Aspen St., West Philadelphia Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
 Geo. W. Sebastian Master
 W. C. Hall Secretary
 Harry Pearce Collector
 W. W. Hurd Receiver
 Fred Whitbred, Box 84 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets every Thursday at 7:30 P. M. in Neef's Hall, Fifteenth street.
 Chas. D. Lane, 2646 Lawrence St Master
 W. F. Brundage, 1216 Larimer St. Secretary
 D. L. Marrs, 445 Beecher ave, N. side Collector
 W. F. Brundage, 1216 Larimer St. Receiver
 H. M. Johns, 910 Eleventh st. Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets every Thursday at 7 P. M. in Hart's Hall, E. Third street.
 John Laybourne, 318 Engineer St Master
 H. D. Boullt, 1223 E. 6th St Secretary
 Edw. J. Moore, 109 E. Boonville St. Collector
 Henry Meyer, 318 Engineers' St Receiver
 Clark L. Vanetton, 1216 E. 5th St. Mag. Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets 1st and 3d Mondays and 2d and 4th Sundays, in Engineer's Hall.
 John Underwood Master
 Chas. E. Stone Secretary
 Chas. E. Stone Collector
 W. Watson Receiver
 J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday.
 John C. Olsen, 295 Short st Master
 W. B. Miller, 110 Main St Secretary
 W. B. Miller, 110 Main St Collector
 Frank G. Boomer, 95 LaSalle St Receiver
 Fred E. Diamond, Tremont House Mag. Agent

81. PINE CITY; Brainerd, Minn.

Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st. So.
 Emery Scott Master
 Geo. Watts, Box 1045 Secretary
 W. J. Bain, Box 1763 Collector
 Rowland Arundel, Box 599 Receiver
 S. W. Green Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meet 1st Saturday evening and 3d Sunday afternoon of each month.
 Ernest B. Mayo, 424 First avenue, so Master
 W. E. Richmond, 820 N. Girard Ave Secretary
 Robt. J. Watson, 716 4th ave N. Collector
 W. E. Richmond, 820 N. Girard Ave Receiver
 Geo. E. Walker, 2130 Tenth Ave. So., Max. Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. L. F. Hall every Wednesday at 8 P. M.
 I. M. Dean, Box 406 Master
 Geo. H. Tucker, Box 406 Secretary
 M. E. Finnegan, Box 406 Collector
 I. M. Dean, Box 406 Receiver
 E. D. Hartzell, 613 E. 15th St Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
 E. C. Wilder, 50 South Ave Master
 Jas. Burgess, 76 Bennett St Secretary
 Fred Voss, 103 Green St Collector
 E. C. Wilder, 50 South Ave Receiver
 A. Cronin, 119 Bennett St Magazine Agent

85. FARGO; Fargo, Dakota.

Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
 W. W. Sturman, Box 825 Master
 Eugene McAuliffe, Box 608 Secretary
 Wash. Terrett Collector
 B. Roggeveen, 324 13th St., north Receiver
 Thos. A. Kelly Magazine Agent

84. BLACK HILLS; Laramie City, Wyoming.

Meets Friday evening at 7:30 in K. L. Hall.
 John W. Costin Master
 Wm. Konold Secretary
 Henry C. Bernard Collector
 Wm. Roth, Box 346 Receiver
 Chas. Reynolds Mag. Agent

87. SUMMIT; Rawlins, Wyoming.

Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
 J. A. Measures Master
 J. Doherty Secretary
 G. C. Jordan Collector
 P. Naughton Receiver
 Wm. S. Ross Magazine Agent

88. MORNING STAR; Evanston, Wyoming.

Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.
 J. C. Bowman Master
 Kenneth G. McLean, Box 150 Secretary
 Wm. L. Gray Collector
 J. C. Bowman Receiver
 James Holt Magazine Agent

89. CHEHAW; Montgomery, Ala.

Meets every Sunday, in K. P. hall, over National Band, Commerce St.
 E. L. Cranford, Box 524 Master
 Ed. Austin, 115 Dexter ave. Secretary
 A. F. Grubbs, Box 524 Collector
 Geo. I. Fuller, 26 N. Perry St. Receiver
 A. F. Grubbs, Box 524 Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in Old Fellows Hall 1st and 3d Sundays.
 J. Dunn, Box 645 Master
 R. F. Lange, Box 645 Secretary
 Harvey Smith, Box 645 Collector
 J. W. Hilliard, Box 645 Receiver
 G. A. March, Box 645 Mag. Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.
 Mat Rourke, 1855 Mission St. Master
 Charles A. Crites, 208 Sixteenth St. Secretary
 W. J. Allen, 24 Julian Ave., near 15th, Collector
 J. Doyle, 537 18th St. Receiver
 James Doyle, 537 Eighteenth St. Mag. Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.
 Chas. Spath, 39 W. Talman St. Master
 Myrom H. Counsell, 16 E. 5th St. Secretary
 M. H. Murphy, E. Mercer St. Collector
 S. C. Forsyth, 166 W. Utica St. Receiver
 S. C. Forsyth, 166 W. Utica St. Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
 John Cronin, Cor. B and Bluff Sts. Master
 A. J. Ebersoll, 1213 Bank St. Secretary
 E. J. Kelley, 519 Ridge St. Collector
 John H. Carter, 507 Main St. Receiver
 Henry Mountgumery, Centerville Mag. Agent

94. CALTUS; Tucson, Arizona.

Meets every Tuesday at 7:30 P. M. at B. of I. F. Hall, Cor. Tool Ave. and Pennington St.
 W. E. Butler, Box 218 Master
 Jacob Hettrick Secretary
 F. M. Blaney Collector
 N. H. Cramer Receiver
 J. C. Clancey, L. Box 218 Magazine Agent

95. CHICAGO; Chicago, Ill.

Meet at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month, at 9:30 A. M.
 D. M. Leavitt, 36 Temple st. Master
 Vernon L. Culver, 174 N. Halstead st. Secretary
 J. F. Cantlon, 142 Front St. Collector
 E. W. Wallbaum, 224 Larrabee St. Receiver
 Pat Grady, Lake Forest, Ill. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.
 G. Leibtag Master
 Frank Ray, Box 696 Secretary
 Wm. M. King Collector
 Joseph Quinn, Box 289 Receiver
 John Leibtag, Box 386 Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets every Tuesday evening at 7:30, at 512 San Fernando St.
 George C. Morton, Box 72 Master
 J. D. DeFrees, Box 72 Secretary
 Wm. T. Curl, Box 72 Collector
 Ed. Whitney, Box 72 Receiver
 F. B. Boyett, Box 72 Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets every Tuesday, at Engineers' Hall.
 F. C. Stokes Master
 E. G. White Secretary
 J. H. Neven Collector
 R. W. Shields Receiver
 E. G. White Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets every Friday evening, at No. 33 Market St.
 E. C. Pruyn, 41 First Ave. Master
 W. P. Couch, 99 Broadway Secretary
 Geo. Kingsley, 22 Upton Park Collector
 James N. Clark, 171 N. Union St. Receiver
 Wm. H. Rice, 9 Norwood St. Mag. Agent

100. ADAIR; Bowling Green, Ky.

Meets every Monday at 2 P. M., in Wrights Hall, cor. Main and Adams sts.
 Wm. Coleman Master
 Woods L. Miller, Box 446 Secretary
 Woods L. Miller, Box 446 Collector
 Wesley Alsop Receiver
 Richard A. Potter Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.
 J. W. Crouch, Box 288 Master
 Al. Finley Secretary
 J. W. Crouch, Box 288 Collector
 J. F. Bryan, L. Box 319 Receiver
 H. H. Carter Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.
 F. S. Payne, 1221 Court Ave. Master
 C. M. Krull, 717 Lyon St. Secretary
 John Lovelace, 1203 Fillmore St. Collector
 J. W. Combs, 1321 Buchanan St. Receiver
 H. L. Wilson, 118 9th st., Council Bluffs, Iowa Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.
 Wm. C. Abbey, 1017 Story Ave. Master
 James J. Lawson, 1108 12th st. Secretary
 John B. Reynolds, 1017 13th st. Collector
 James J. Lawson, 1108 12th st. Receiver
 John H. Patrick, 939 Tenth St. Magazine Agent

104. "OLD KENTUCKY;" Ludlow, Ky.

Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.
 Frank Robinson Master
 M. J. Connelly Secretary
 Chas. Heimberger Collector
 J. E. Dorau, Box 76 Receiver
 Chas. Heimberger Magazine Agent

105. PROGRESS; Galesburg, Ill.

Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.
 Wm. Heath, 351 E. Main St. Master
 J. A. Foley, 250 S. Kellogg St. Secretary
 J. L. Nelson, 327 N. Seminary St. Collector
 M. J. Buckley, 122 W. Knox St. Receiver
 C. G. Nelson, 522 Seminary St. Mag. Agent

- 106. KEY CITY; Dubuque, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., over Master
Mechanic's Office.
Joseph Chaloupka, 1470 Cedar st Master
D. W. Mason, 438 High St Secretary
Joseph Chaloupka, 1470 Cedar st Collector
J. D. Mahoney, 1816 Jackson st Receiver
Jay E. Haines, 18 High St Magazine Agent
- 107. ECLIPSE; Gallon, Ohio.**
Meets in Zimmerman's Hall every Thursday
evening.
August Gerhart, Box 196 Master
Ed. W. Armor, Box 701 Secretary
Ed. W. Armor, Box 701 Colector
J. A. Farnworth, Box 283 Receiver
Geo. Canaan, Box 386 Magazine Agent
- 108. PIONEER; Chama, New Mexico.**
Meets every Wednesday at 7:30 P. M., in D. & R.
G. Passenger Depot.
J. C. McCabe, Box 8 Master
Edward Bradley Secretary
Chas. Schonefeld, Box 16 Collector
Herman Berndt, Box 17 Receiver
Edward Bradley Magazine Agent
- 109. PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays of each month in Sum-
mit Hall, Cor. Ewing Ave. and Market St., at
7:30 P. M.
W. M. White, 944 Chouteau Ave Master
J. L. Pate, 2919 Caroline St Secretary
J. L. Pate, 2919 Caroline St Receiver
Chas. Durnell, 510 Montrose Ave Collector
J. L. Pate, 2919 Caroline St Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in En-
gineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 Master
C. P. Collins, 29 Oak St., E. Toledo, O Secretary
Wm. Fitzmaurice Collector
W. C. Bruce Receiver
C. P. Collins, 29 Oak St., E. Toledo, O. Mag. Agent
- 111. BEACON; Mattoon, Ill.**
Meets in K. of L. Hall Sunday at 2:30 P. M.
C. J. Singleton, L. Box 833 Master
T. F. Barrett, Box 427 Secretary
O. C. Henry, Box 265 Collector
C. J. Singleton, L. Box 833 Receiver
Ben Newkirk Magazine Agent
- 112. EVENING STAR; Mt. Vernon, Ill.**
Meets 1st and 3d Tuesdays in Heiserman's Hall,
at 7:30 P. M.
S. B. Wild Master
John C. Branham Secretary
John C. Branham Collector
E. F. Lynch Receiver
Thos. F. Thickston Magazine Agent
- 113. CLARK-KIMBALL; Pocatello, Idaho.**
Meets in Masonic Hall every Monday at 7:30 P. M.
Ed. Anderson Master
Ed Staples Secretary
W. E. Randolph Collector
Frank Walton, Allerdice, Mont Receiver
K. G. Leaf, Ogden, Utah Magazine Agent
- 114. MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M. in Engineers'
Hall, Idleman's block.
John H. Bingham, Box 250 Master
Thos. O. Jones, Box 250 Secretary
James A. Maxwell, 218 Tenth St Collector
Ernest Heeman, 1010 Central ave Receiver
Thos. O. Jones, Box 250 Magazine Agent
- 115. GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays in The Temple of
Honor.
H. L. Briggs, Cor. 8th and Market Sts Master
Chas. F. Harritt, W. Ave. L, bet. 35th and
46th Sts Secretary
G. E. Labitt, 76 W ave and L Sts Collector
H. L. Briggs, 8th and Market Sts Receiver
A. J. Schmidt, care G. C. & S. F. Ry Shops,
Temple Magazine Agent
- 116. ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays in Engineers' Hall at
1:30 P. M.
Wm. Dingwall, 2004 Stone St. Port Hu-
ron, Mich Master
R. J. Gee, 1810 Poplar st, Port Huron Secretary
K. J. Gee, 1610 Poplar st, Port Huron Collector
E. G. Hubbard, Box 127 Receiver
W. F. Renwick, Box 182, Brighton
Park, Ill. Magazine Agent
- 117. BEAVER; London, Ontario.**
Meets 2d Sunday and 4th Wednesday of each
month, in K. of P. Hall, Carling's Block, Rich-
mond St.
Edwin S. Chapman, 151 Clarence St Master
George Black, 460 Simcoe St Secretary
S. T. Fletcher, 221 Maitland St Collector
Harry Angles, 473 Gray st Receiver
Robt. Lister, 411 Hill St Magazine Agent
- 118. STAR OF THE EAST; Richmond, Quebec.**
Meets in Pearson's Hall every Wednesday at 7:30
P. M., and 1st and 3d Sundays at 2 P. M.
R. A. Leonard Master
G. A. Pearson, Richmond Station Secretary
G. A. Pearson, Richmond Station Collector
John Kelly, Richmond Station Receiver
Fred Driver Magazine Agent
- 119. COLONIAL; River du Loup, Quebec.**
Meets Wednesday and Thursday nights, alter-
nately, in English School Room.
W. H. Rougeau, River du Loup Station Master
Louis D. Poulin, I. C. Ry Station Secretary
Louis D. Poulin, I. C. Ry Station Collector
Joseph Scott, I. C. Ry Station Receiver
Wm. H. Rougeau, I. C. Ry. Station . Mag. Agent
- 120. FORTUNE; Syracuse, N. Y.**
Meets 1st and 3d Sundays at 3 P. M. and 2d and
4th Tuesdays at 7 P. M. at C. M. B. A. Hall,
corner Fayette and Salina Sts.
E. F. McNulty, 2 Wall St Master
Simon Mangan, 196 Shomard St Secretary
L. G. Rousson, 20 Richmond Ave Collector
F. H. Livingston, 59 Jackson St Receiver
W. H. Jacobson, 224 Gifford St, Mag. Agent
- 121. FELLOWSHIP; Corning, N. Y.**
Meet 1st and 3d Sundays, of each month at 3 P.
M. in Odd Fellows Hall.
James F. Roody Master
T. E. Hamner Secretary
George R. Quick, 241 E. Erie Av e Collector
William H. Smith, Corning Receiver
E. E. Beales Magazine Agent
- 122. FEDERATION; Beardstown, Ill.**
Meets every Tuesday evening at 7:30, on Main
street, over Eberwein's grocery store.
Jerry W. Flickwir Master
E. J. Summers, Box 694 Secretary
John E. Hurley, Box 692 Collector
Albert Sanks, Box 208 Receiver
E. J. Summers, Box 694 Magazine Agent
- 123. OVERLAND; Omaha, Neb.**
Meets in K. of P. Hall, Corner 14th and Doug-
lass Sts. every Wednesday at 8 P. M.
Wm. Dolan, 421 N. 13th St Master
E. S. Emmons, 1429 N. 21st St Secretary
Wm. Anderson, 1214 Cass St Collector
Albert Cole, 1618 Jackson St Receiver
E. S. Emmons, 16 N. 13th St Mag. Agent
- 124. PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays, in Odd Fellows' Hall,
at 2:30 P. M.
H. A. Braper Master
W. B. Howe Secretary
H. C. DeGroat Collector
M. D. Grady Receiver
M. D. Grady Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets 2d and 4th Sundays in B. L. F. Hall, South Center street.
 W. M. Gallup, 512 S Third st Master
 J. P. Boyce, 311 W Nevada St Secretary
 J. S. Smedes, 307 S Center st Collector
 J. M. Larimer, 307 S Third ave Receiver
 J. H. Crellin, 612 E Linn St Magazine Agent

126. COMET; Austin, Minn.

Meets 1st and 3d Mondays and 2d and 4th Sundays in Hays' Hall.
 J. A. Harriman Master
 A. B. Lawrence Secretary
 J. E. Gilbert Collector
 August Olson Receiver
 C. J. Erickson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets 1st Tuesday and 3d Sunday, in Assinaboine Hall, 133 Ross St.
 John Wellington, 14 Patrick St Master
 W. H. Woods, 14 Patrick St Secretary
 Thos. Reece, 226 McWilliams St Collector
 J. G. Jonah, 226 McWilliams St Receiver
 Geo. M. Vansickle, care P. R. shops, Mag. Agent

128. LANDMARK; Glendive, Montana.

Meets every Tuesday at 7 P. M. in Coleman's Hall.
 Daniel Sinclair, Forsythe, Montana Master
 James McKenzie, Box 55 Secretary
 Martin E. Colbert, Box 55 Collector
 James McKenzie, Box 55 Receiver
 Douglass Westfall, Box 55 Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at 1 P. M.
 Richard Letcher, Box 123 Master
 James S. Hill, Box 379 Secretary
 Geo. H. Valentine, Box 541 Collector
 J. S. Rogers, Box 622 Receiver
 J. J. Kelly, Box 480 Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
 Thomas Dwyer, 335 Jackson St Master
 Bernard J. Fahl, cor. 34th and Wells St. Secretary
 Frank E. Search, 436 Barclay St Collector
 Con. S. McAuliffe, 561 Washington St. Receiver
 Edward Summers, 90 Sixth St Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets 1st and 3d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.
 R. S. Cochran, Box 121 Master
 Geo. L. Gearhart Secretary
 A. R. Johnson, Box 8 Collector
 R. J. Luxan, Box 396 Receiver
 R. J. Luxan, Box 396 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Opera House 1st and 3d Sundays and last Wednesday at 2 P. M.
 Fisher Wessell, Box 13 Master
 W. R. Hammond, Box 408 Secretary
 Jas. H. Long, Box 6 Collector
 John H. Howell Receiver
 Lewis V. Roberts Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.

Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.
 J. D. Irby, Box 10 Master
 H. A. Moore, Box 10 Secretary
 A. E. Bowman, Box 10 Collector
 Arthur Herider Receiver
 Ed. H. Higgins, Box 10 Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets 1st and 3d Sundays and 2d and 4th Mondays.
 E. W. Gibson Master
 H. E. Cowan Secretary
 J. H. Cunningham Collector
 E. W. Gibson Receiver
 Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall 1st and 3d Tuesdays at 7 P. M.
 Colin McArthur Master
 F. L. Fitch Secretary
 Wm. T. Fields Collector
 Colin McArthur Receiver
 F. L. Fitch, L. Box 184 Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets alternate Saturdays at 7:30 P. M., in S. O. E. Hall.
 Laughlin McIntosh, Box 454 Master
 Robert N. Johnston, Box 454 Secretary
 Joseph Kelcher, Box 454 Collector
 J. Jefferies, Box 454 Receiver
 J. Jefferies, Box 454 Magazine Agent

137. PROTECTION, Eldon, Iowa.

Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
 C. W. Friend Master
 J. T. Hull, Box 186 Secretary
 Geo. W. Trott, Box 185 Collector
 A. Shunterman Receiver
 Fred James Magazine Agent

138. UNION; Freeport, Ill.

Meet in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.
 James A. Flack, 45 Clay st Master
 Sam Shannnessy, 16 Crocker St Secretary
 Wm. A. Brubaker, 10 State St Collector
 Sam Shannnessy, 16 Crocker St Receiver
 Wm. A. Brubaker, 10 State St Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
 Wm. Manerhan, Box 31 Master
 George Landes, Box 31 Secretary
 L. J. Whyers, Box 31 Collector
 J. J. Norton, Box 31 Receiver
 E. G. White, Terrace, Utah Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets every Monday at 7:30 P. M., in Fraternity Hall.
 L. W. Jones, Box 122 Master
 C. M. May, Lock Box 599 Secretary
 J. W. Hardy, L. Box 599 Collector
 Henry Wise, L. Box 599 Receiver
 S. W. Summerville, L. Box 599 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at 7:30 P. M.
 A. J. Kohler, 461 Calhoun St Master
 Patrick C. Lupton, 33 E Williams st. Secretary
 C. F. Sweeney, cor. Holton Ave. and Fisher St Collector
 W. R. Fredrick, 415 S Lafayette St Receiver
 T. E. Short, 29 Boone St Magazine Agent

142. C. B. WHIPPLE; Toledo, Ohio.

Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. in Johnson's Hall.
 Henry Harms, 446 Forte St, East Toledo Master
 Ben. I. Ross, Penn Engine House, East Toledo Secretary
 Geo. Bittman, 713 Erie st Collector
 Louis Weingardt, 221 Broadway Receiver
 B. I. Ross, Penn. engine house Mag. Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
 T. J. Roberts, 752 Willow St Master
 R. H. Potts, 1792 Seventh St Secretary
 Ed. Johnson, 1714 Eighth St Collector
 T. J. Roberts, 752 Willow St Receiver
 E. C. Cushing, 861 Myrtle street, Oakland, Cal Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets 2d Sundays at 9 A. M. and 4th Sunday after-
 noons in Patterson's Hall, I. C. R. Depot.
 Wm. A. Thomson Master
 Wm. Hamilton Secretary
 James Thomson Collector
 John Devereaux Receiver
 Wm. Smallwood Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.

Meet every Tuesday at 8 P. M. in Jonas's Hall,
 601 Austin St.
 J. H. Humphrey, 1115 Ave. E Master
 Edward Bere, cor. Cherry and Burles-
 son Sts Secretary
 O. H. Cole, 1112 Ave. D Collector
 Frank L. Taylor, cor. Mesquit and Bur-
 leson Sts Receiver
 John Sullivan, 110 Avenue D Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M.; 2d and 4th
 Mondays at 2 P. M.
 John F. Broughton, S. P. Shops Master
 J. P. Managhan, S. P. Shops Secretary
 H. A. Speer, S. P. Shops Collector
 Fred Keeler, S. P. Shops Receiver
 D. M. Moody, 27 3d st, cor. Charles Mag. Agent

147. MIDLAND; Temple, Texas.

Meet every Monday at 8:00 P. M.
 Thos. H. Boyd, Box 105 Master
 T. J. Robbins, Box 105 Secretary
 James Conney, Box 105 Collector
 Howard Covington, Box 105 Receiver
 W. R. Brown, Clebourne, Tex Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets every Friday at 1:30 P. M. in K. of P. Hall,
 W. Z. Thompson, Box 416 Master
 S. F. James, Box 416 Secretary
 J. E. Paskell, Box 416 Collector
 Ed. Kendrick, Box 416 Receiver
 J. W. Deaciel, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets 2d and 4th Saturdays at 8 P. M., at 110 East
 125th street.
 Jas. F. Hough, 1424 Ave A Master
 P. A. Donahue, 311 W. 55th St Secretary
 R. Roscoe, 27 E 84th st Collector
 P. A. Donahue, 311 W 55th st Receiver
 Chas. Johnson, 313 E. 120th St Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets 2d and 4th Sundays at 2 P. M., in Mack's
 Hall, cor. Washington and 3d sts.
 Arthur C. Bishop, 146 Main St Master
 Fred. E. Brown Secretary
 John Munro Collector
 Jos. H. Bice Receiver
 Chas. E. Zyrd, Marquette, L. S., Mich, Mag. Agent

151. MAPLE LEAF Hamilton, Ontario.

Meet 1st and 3d Sundays at 2:30 P. M.
 Alex McGlivery, N. & N. W. Shops Master
 J. E. Painter, 135 John st North Secretary
 Wm. F. Baines, 118 Queen st North Collector
 R. Martin, 15 Mayill st Receiver
 John McCall, 17 Crook's Street Mag. Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Odd Fellow's Hall 1st and 3d Sundays.
 Patrick J. Roach, Box 845 Master
 Frank E. Ayers, Box 104 Secretary
 Frank Potter, Box 762 Collector
 John Hatchard, Box 377 Receiver
 Fred C. McDonald, Box 662 Magazine Agent

153. H. C. LOED; Fort Scott, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2
 P. M.
 H. L. Wright, 1020 Wall st Master
 Alexander Barr, 1126 Oak St Secretary
 Alexander Barr, 1126 Oak St Collector
 J. T. Helman, 10 N Washington st Receiver
 W. F. Strode, 216 So. Barbee St Mag. Agent

154. McKEEN; Ottawa, Kansas.

Meets in K. P. Hall on 2d and 4th Sundays at 2
 P. M.
 Wm. L. Miller, 713 N. Main St Master
 E. Ehnaur, 629 N Poplar st Secretary
 Geo. H. Showalter, N Main st Collector
 M. A. Lea, 903 N. Hickory St Receiver
 Wm. D. Frisby, 637 Ann St., Wyandotte
 Kan Mag. Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
 L. T. Branham, Box 256 Master
 O. A. Stetzel, Box 256 Secretary
 T. C. Imrie, Box 256 Collector
 R. W. Bailey, Box 256 Receiver
 B. L. Bently, Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M.
 and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 H. P. Matthews, L. Box 201 Secretary
 H. P. Matthews, L. Box 201 Collector
 B. E. Flaherty Receiver
 G. H. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets 2d and 4th Sundays at 1:30 P. M., at No. 47
 Monroe ave., up stairs.
 Tim. Teaben, 447 Clinton St Master
 J. Nopper, 217 Crogan st. Secretary
 E. Heldenrich, 124 Hastings St Collector
 J. Nopper, 217 Crogan St Receiver
 Peter Sewell, 199 Orleans St Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets every Saturday at 7:30 P. M., at Simmons'
 Hall, cor. Summer and Union Sts.
 T. L. Quinlan, Edgefield shops Master
 D. J. Singleton, 171 Humphrey St Secretary
 Fayett Enoch, 1302 S. College St Collector
 E. G. Junk, cor. Chestnut and Market
 Sts., So. Nashville Receiver
 W. D. Bledsoe, 11 Joseph Ave Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, Third and Main Sts.,
 2d and 4th Sundays at 2 P. M.
 Morris Hoffman, 305 Olive St Master
 Edgar G. Hitch, 831 Canal St Secretary
 Robert T. Skinner, 518 Harriet st. Collector
 John K. Taylor, 108 Lincoln Ave Receiver
 Jerry Burke, 606 S. 8th st., Terre Haute, Mag. Agent

161. HERALD; Burlington, Iowa.

Meets at Knights of Pythias Hall every other
 Sunday at 2 o'clock P. M.
 C. C. Maxwell, 162 S. Fourth St Master
 Paul Marvell, 221 S. Eighth st Secretary
 S. J. Eccles, 906 Angular St Collector
 W. W. Bowser, 1303 Madison st Receiver
 S. A. Flaunery, 1212 N 8th st Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 605 Main St., every
 Wednesday at 7:30, and 1st Sunday at 2 P. M.
 D. F. Wagner, 208 Fourth St Master
 Chas. E. Platt, 211 Third St Secretary
 D. F. Wagner, 208 Fourth St Collector
 Wm. J. Hunt, 104 Prairie st Receiver
 F. Roderick, 1005 So. 2d St Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets every Friday at 7 P. M., at Masonic Hall.
 Chas. McWilson, Box 56 Master
 D. B. Rathfon, Box 56 Secretary
 H. Peelle, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 J. Flaherty Magazine Agent

- 164. EEL RIVER; Butler, Ind.**
Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
S. E. Mooshammer Master
C. E. Blair Secretary
R. H. Mooshammer Collector
J. J. Derck, Box 202 Receiver
W. H. Weber, Box 324 Magazine Agent
- 165. ROBERT ANDREWS; Andrews, Ind.**
Meets in Firemen's Hall every Monday at 7 P. M.
J. E. Brombaugh Master
James VanRiper Secretary
Geo. B. Richardson Collector
Albert I. Routh Receiver
J. N. Wright Magazine Agent
- 166. WM. HUGO; Huntington, Ind.**
Meets 1st and 3d Wednesdays and 2d and 4th Tuesdays at 7 P. M., in Engineer's Hall.
Jacob A. Hoover Master
Jas. W. VanEman, Box 483 Secretary
John S. Dolan, Box 915 Collector
C. E. Wallace, L. Box 893 Receiver
P. F. Murphy, Box 378 Magazine Agent
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meets 1st and 3d Sundays at 2 P. M. in K. P. Hall
John Anderson Master
N. B. Whyers Secretary
H. P. Smith, Box 347 Collector
Charles Bryan Receiver
H. P. Smith, L. Box 347 Magazine Agent
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. Moriarty, Portage, Wis. Master
Frank Krause, Box 214, Portage, Wis. Secretary
George Brewer, 403, cor. Aron and Gould st., LaCrosse, Wis. Collector
Frank Krouse, Portage, Wis. Receiver
Frank Krause, Box 214, Portage, Wis., Mag. Agent
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
W. E. Smith, 22 Taylor St. Master
C. F. Stone, 6 South Division st. Secretary
H. H. Sweet, 26 Erie ave Collector
A. H. Spencer, 18 Elm St. Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent
- 170. PRAIRIE; Huron, Dakota.**
Meets in Odd Fellows Hall on 2d and 4th Sundays at 3 P. M.
Geo. E. White, 357 E. 3d st Master
Geo. E. Coon, 412 Iowa St. Secretary
John J. Conley, Box 899 Collector
John Mills, 651 Beach St. Receiver
Wm. A. Brown Magazine Agent
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
F. M. White, Box 606 Master
D. W. Duncan, Box 167 Secretary
T. W. Hennessey, Box 167 Collector
F. M. White, Box 606 Receiver
T. W. Hennessey, Box 167 Magazine Agent
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays in Manchester Hall, Cor. Sparks and Wellington Sts.
Horatio Hymers, Rochester, Ont. Master
J. G. Armstrong, Richmond Lodge Secretary
F. W. Morrison, C. P. R. R. Shops Collector
H. Handysides, Hintonbury via Ottawa, Ont. Receiver
Alex. McCusig, 56 Ottawa St. Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday at 7:30 P. M. in B. of L. F. hall.
Chas. McCauley Master
Isaac C. Heustis Secretary
John C. Bull, Williams, Ariz. Collector
C. F. Evans, Coolidge, N. Mex. Receiver
E. W. Davis Magazine Agent
- 174. HARRISBURG; Harrisburg, Pa.**
Meets Cor. Third and Cumberland Sts., over Merchants' Bank 2d and 4th Sundays at 1 P. M.
Wm. Drake, 1531 N. 6th St. Master
H. O. Motter, 1720 1/2 N. Third St. Secretary
H. J. Roberts, 508 Riley St. Collector
Wm. Blessing, 422 Riley St. Receiver
H. S. Gingrich, 1418 Wallace St. Magazine Agent
- 175. TAYLOR; Newark, Ohio.**
Meets in O. R. C. Hall at 12 1/2 North 2d St., every Wednesday at 7 P. M.
A. A. Hickerson, Rear 177 S. Fourth St. Master
John Adkins, Box C Secretary
John Callahan, 118, Valandingham st. Collector
John Adkins, Box C Receiver
C. D. Tomlinson Magazine Agent
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Wednesday evenings in Warner's Hall.
A. G. Turlay, Box 61 Master
W. F. Gorman, Box 295 Secretary
W. F. Gorman, Box 295 Collector
C. H. Porter, Box 295 Receiver
C. H. Porter, Box 595 Magazine Agent
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
T. P. Davis Master
H. M. Worthington Secretary
Wm. Kane Collector
T. P. Davis Receiver
O. J. Leach, Box 184 Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets in Emporium Hall Tuesdays, at 8 P. M.
Leonard W. Kessler, 223 N. 3d St. W. Master
E. W. Foote, 406 W. 3d South St. Secretary
R. Mace, D. & R. G. Shops Collector
Frank McLain, D. & R. G. Shops Receiver
Arthur W. Roberts, D. & R. G. shops. Mag. Agent
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays.
Geo. W. Carr, 1022 U. st. Master
J. K. Robinson, 730 N. Tenth St. Secretary
Geo. Hinkle, Box 490 Collector
J. W. Barber, 825 N 15th St. Receiver
I. M. Freese, 13st., bet. V and W St. Mag. Agent
- 180. THREE STATES; Cairo, Ill.**
Meets cor. 12th st. and Washington Ave., 2d and 4th Sundays.
J. C. O'Connell, 308 Twenty-First St. Master
G. B. Vincent Secretary
M. J. Kiley, 714 Cedar St. Collector
A. J. Jaekel Receiver
J. C. O'Connell Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
James Farley Master
James Combs Secretary
A. Dunbar Collector
James Nicholson Receiver
Alex. Dunbar Magazine Agent
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
H. E. Hilliker, Miles, Grove Master
E. J. Oliver, 17 Sassafras st. Secretary
A. H. Gifford, 1815 Myrtle St. Collector
Wm. Fitzmorris, 63 W. 13th St. Receiver
Chas Fitzmorris, 63 W. 13th St. Mag. Agent
- 183. LAKE SHORE; Colliawood, Ohio.**
Meets in Engineer's Hall alternate Thursdays at 7 P. M. and alternate Tuesdays at 1:30 P. M.
R. M. Gaines, Box 152 Master
F. R. Rosekrans, Box 108 Secretary
W. T. Wade, Box 316 Collector
H. I. Miller, Box 154 Receiver
D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets every Sundays at 1:30 P. M. in Irish Block.
 E. L. Melhorn Master
 M. R. Lacy Secretary
 Joe Bowsher, 496 S. Tanner st. Collector
 John E. Myers, 639 S. Main St. Receiver
 S. H. Hartung, 601 N. Union St. Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 W. S. Miller, Box 311 Master
 A. J. Hograth, Box 153 Secretary
 J. B. Grove, Box 143 Collector
 F. A. Drolet, Box 311 Receiver
 J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLIN; Chicago, Ill.

Meets in Walther's hall, 3884 State St., 1st and 3d
 Sundays of each month.
 J. E. Callaghan, 2538 Butterfield St. Master
 Jas. Manning, 534 Root St. Secretary
 S. H. Hiesinger, 4031 State St. Collector
 Frank Lamb, 4085 Butterfield St. Receiver
 F. J. Northrup, 1522 Wabash Ave. Mag. Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Firemen's Hall 1st and 3d Sundays at
 2:30 P. M.
 Harry Douglass, Box 142 Master
 Chas. V. Wilson Secretary
 Fred L. Patton Collector
 J. F. McDougal Receiver
 Morgan Callahan Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets 2d and 4th Sundays at 2:30 P. M. at 736 W
 Lake St.
 C. E. Witherell, 1091 Fulton St. Master
 Wm. O. Cleveland, 100 Washtenaw ave., Secretary
 Chas. Benjamin, 49 Maplewood Ave. Collector
 F. Coffee, 10 1/2 Artesian Ave. Receiver
 L. L. Gay, 1009 Fulton st. Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets 2d and 4th Sundays, in Narris' Block, Green
 Bay, Wis.
 H. L. Nichols Master
 D. E. Hogan, Box 87 Secretary
 Jay Parkinson, Box 373, Green Bay, Collector
 Wis. Receiver
 M. Sheehy Magazine Agent
 Geo. Shequin

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall 1st and 3d Sundays at
 2 P. M.
 Emmet Wentworth, Box 102 Master
 B. F. Slater, Box 674, Aberdeen Secretary
 William Phillips, Box 731 Collector
 B. F. Slater, Box 674, Aberdeen Receiver
 Edward Smith, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets every Wednesday at 7:30 P. M., at Thomp-
 son's Hall.
 W. T. Field, L. Box 54 Master
 Forrest Bullard, Box 51 Secretary
 James E. Connelly, Billings Collector
 H. K. Mayhew, Billings Receiver
 J. Martin, L. Box 16 Magazine Agent

192. MT. TACOMA; Tacoma, Washington Ter.

Meets 2d and 4th Sundays of each month.
 J. S. Moss, 912 Tacoma Ave. Master
 John Cartwright, Box 222 Secretary
 J. M. Hughes Collector
 J. S. Moss, 912 Tacoma Ave. Receiver
 F. H. Andrews, 1733 E St. Magazine Agent

193. J. B. MAYNARD; Albina, Oregon.

Meet in Hill's Hall, 2d and 4th Sundays.
 J. R. Clark, E. Portland, Oregon Master
 H. W. Hall, Box 287, East Portland, Secretary
 Oregon Collector
 D. J. Byrne, Box 287 East Portland, Receiver
 Oregon Magazine Agent
 H. W. Hall, Box 287, East Portland,
 Oregon
 J. F. McQuaid, McMinnville, Ore. Mag. Agent

194. BONANZA; Missoula, Montana.

Meets every Monday night in I. O. O. F. Hall
 E. L. Hollister, Box 124 Master
 Chas. S. Cranston, Box 107 Secretary
 W. F. Copenhaver Collector
 T. P. O'Rourke Receiver
 Samuel Gardner Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall Fridays, at 7:30 P. M.
 Michael Malone Master
 Geo. H. Maitland Secretary
 Peter Layng Collector
 James Duffy Receiver
 Martin King Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets 2d and 4th Fridays at 8:00 P. M., in G. A.
 R. Hall.
 H. A. Huddleston, Box 330 Master
 J. C. Hale, Box 330 Secretary
 C. E. Phelan, Box 330 Collector
 Jacob Switzer, Box 330 Receiver
 George Moore, Box 330 Magazine Agent

197. RIVERSIDE; Savannah, Ill.

Meets 1st and 3d Sunday of each month.
 Clarence Latham, Box 446 Master
 Ira M. Hurless, Box 79 Secretary
 Ira M. Hurless, Box 79 Collector
 Wm. K. Lord, Box 147 Receiver
 Ira M. Hurless, Box 79 Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 35 Newton st. Master
 H. P. Bayley, 152 Whitlesey ave. Secretary
 James Burns, 44 State st. Collector
 W. Y. Dennis, 37 W Seminary st. Receiver
 Geo. J. Brown, 111 n-w 8th St. Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets every other Sunday evening in Union
 Veteran Hall, Federal Street.
 D. Heinselman Master
 J. B. Mawby Secretary
 W. B. Wiseman, 405 Maple Ave Collector
 W. G. Roney, 199 Hine St. Receiver
 Wm. Jas. Reese, 7 First St. Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.

Meets every Monday evening at 7:30 in B. of L.
 E. Hall.
 David McBee, N. O. & N. E. Shops Master
 L. E. Evans, N. O. & N. E. Shops Secretary
 James M. Adams, 3319 - Fifth St Collector
 John P. Young, N. O. & N. E. Shops Receiver
 Chas. R. Lewi, 859 Rampart St., New
 Orleans, La Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every Saturday at 7 P. M. in K. of P. Hall.
 J. D. Bledsoe Master
 James Gaffney Secretary
 Robert McKinley Collector
 J. L. Jones Receiver
 J. D. Bledsoe Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall 1st Sundays at 2:30 P. M.,
 and 3d Mondays at 7 P. M.
 Sehon B. Cook, 338 E. Second St. Master
 Lewis Gettle, Jr., 86 N. Sugar St. Secretary
 Albert Maunell, 364 Second St. Collector
 Frank Willis, 845 E. Fifth St. Receiver
 C. W. Sanders Box 1231 Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets every Friday at 7:30 P. M.
 M. W. Smith, Box 169 Master
 Chas. F. Reneman Secretary
 Valentine Moughlor Box 27 Receiver
 B. C. Thomas Collector
 F. M. Champion Magazine Agent

304. COTTON BELT; Jonesboro, Ark.

Meets at Stacy Hall, every Monday at 7 P. M.
 A. Donigan Master
 L. D. Roberts, L. Box 165 Secretary
 A. Donigan Collector
 L. D. Roberts, L. Box 165 Receiver
 W. B. Williamson Magazine Agent

305. FLOWER OF THE WEST; Topeka, Kansas.

Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
 E. H. Powel, 400 Chandler St. Master
 Geo. Wood, 114 Adams St. Secretary
 John K. Mullin, 120 Adams St. Collector
 W. H. Jones, 135 Adams St. Receiver
 John Symington, 207 Hancock St. Mag. Agent

306. FORT PICKERING; Memphis, Tenn.

Meets first, second and fourth Saturday nights of each month at Miller's Hall, corner Fifth and Jackson streets.
 Wm. J. Jobe, K. C. M. & B. R. R. Master
 Dan S. Ramsey, 328 Union St. Secretary
 Martin Glancy, 159 Tennessee st. Collector
 D. S. Ramsey, 328 Union St. Receiver
 John D. Franklin, 159 Tennessee St. Mag. Agent

307. LOYAL; Meadville, Pa.

Meets in Arcanum Hall 1st and 3d Thursdays, and 2d and 4th Wednesdays.
 C. W. Brown, 89 Poplar st. Master
 F. H. Nichols, 1025 Water St. Secretary
 Thos. Newberry 357 East Center st. Collector
 Thos. S. Taylor, 797 Stewart St. Receiver
 H. J. Prenatt, 783 Garden St. Magazine Agent

308. KEYSTONE; Susquehanna, Pa.

Meets in C. M. B. A. Hall; alternate Tuesday and Saturday evenings.
 John Hill Master
 J. J. Lannan, Box 131 Secretary
 J. J. Buckley Collector
 W. P. Emery, Box 877 Receiver
 C. A. Allen Magazine Agent

309. SARATOGA; Whitehall, N. Y.

Meets alternate Sundays in Engineer's Hall, Breet's building.
 W. J. Herbage, Box 188 Master
 John McCarthy Secretary
 Henry W. Collins, Box 274 Collector
 W. E. Combs Receiver
 V. H. Smalley Magazine Agent

310. 18-K; Schenectady, N. Y.

Meets every other Thursday in McCamus' Hall.
 Timothy Smith, 316 Romeyn st. Master
 J. W. Vrooman, Box 497 Secretary
 J. W. Vrooman, Box 497 Collector
 J. E. VanVranken, Box 497 Receiver
 John W. Vrooman Box 497 Magazine Agent

311. ONOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.
 Charles Long, 716 Main st. Master
 C. L. McKee, 219 S Fifth st, Easton Secretary
 James R. Morris, 711 Wilkes Barre St. Collector
 A. J. Mickley, 725 Berwick St. Receiver
 E. A. Seek, 823 Berwick St. Magazine Agent

312. EMPIRE; Watertown, N. Y.

Meets in Good Templars Hall 2d and 4th Sundays.
 T. H. Lynch, 101 Factory St. Master
 H. A. French, 42 Coffeen st. Secretary
 H. A. French, 42 Coffeen st. Collector
 Geo. B. Walker, 19 Orchard st. Receiver
 G. B. Walker, 19 Orchard St. Magazine Agent

313. WEST SHORE; Frankfort, N. Y.

Meets alternate Sundays in Joalin Block.
 D. P. Gillen, 80 Lode st., Syracuse, N. Y. Master
 Ed. Davis, 3 Henderson st., Syracuse, N. Y. Secretary
 D. P. Gillen, 80 Lode st., Syracuse, N. Y., Collector
 John Scanlon, 3 Henderson st., Syracuse, N. Y. Receiver
 D. P. Gillen, Canajoharie, N. Y. Mag. Agent

314. ORIOLE; Baltimore, Md.

Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.
 Albert F. Gibbons, 415 Fifth St. Master
 J. W. Akehurst, 442 Federal St. Secretary
 R. L. Carnan, 308 E. Lanvall street Collector
 J. N. Jones, 1100 Barclay St. Receiver
 F. Gibbons, 1336 Wirt St. Magazine Agent

315. EAST ALBANY; East Albany, N. Y.

Meets in Vaughn's Hall 2 and 4th Sundays at 12:30 P. M.
 W. R. Tabor, 222 Fourth St. Master
 J. W. Reed, 92 Second St. Secretary
 C. P. Lowell, 355 Broadway Collector
 F. P. Brookaby, 80 Washington St., Greenbush, N. Y. Receiver
 C. P. Lowell, 355 Broadway Magazine Agent

316. W. A. POSTER; Fitchburg, Mass.

Meets 2d and 4th Sunday in each month in Grand Army Hall, at 11:30 A. M.
 Geo. W. Alden, 30 Crescent St. Master
 Thos. Lambert, 31 Nashua St. Secretary
 W. H. Cone Collector
 Geo. W. Alden, 30 Crescent st Receiver
 O. A. Pope, F. R. R. engine house Mag Agent

317. HEADLIGHT; Brazil, Ind.

Meets in K. P. Hall 2d and 4th Sunday afternoons.
 Elmer P. Collins Master
 Frank Fox Secretary
 Merrian Catlin Collector
 Geo. Dandurand Receiver
 Wm. H. Johnson, Brazil, Ind. Magazine Agent

318. PIKES PEAK; Colorado City, Colo.

Meets every Sunday at 12:30 P. M.
 Wm. D. O'Brien Master
 Wm. Walker Secretary
 Amos Allen Collector
 Thos. F. Burns, Box 522, Colorado Springs, Receiver
 Wm. Walker Magazine Agent

319. SMOKEY CITY; Allegheny, Pa.

Meet every Monday at 2:30 P. M., in Engineers' Hall, Cor. Bidwell and Pennsylvania Ave.
 D. W. Triem, 171 Sheffield street Master
 H. B. Shaffer, 104 Franklin St. Secretary
 Sam'l S. Overlander, 258 Allegheny av. Collector
 H. B. Shaffer, 237 Franklin St. Receiver
 R. Beeson, 271 Franklin St. Magazine Agent

320. PROVIDENT; Sunbury, Pa.

Meets 1st and 3d Sundays, in Masonic Hall, 3d St.
 Jos. E. Bowen Master
 J. S. Bowen Secretary
 H. W. Shoffstall Collector
 C. C. Bowen, Receiver
 Harvey Buck, 1835 Franklin Place, Harrisburg, Pa. Magazine Agent

321. HURON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
 T. Elliott Master
 Ed. Everett, Box A Secretary
 J. McMillan Collector
 Wm. K. Forbes Receiver
 Chas. Farmer Magazine Agent

322. WEBSTER; Fort Dodge, Iowa.

Meets 1st and 3d Sundays at 2 P. M., in G. A. R. Hall, Child's block,
 Chas. E. Taff Master
 O. G. Anderson, Box 49 Secretary
 Charles Taff Collector
 O. G. Anderson, Box 49 Receiver
 Magazine Agent

323. ASHLAND; Lexington, Ky.

Meets 1st and 3d Thursdays in I. O. O. F. Hall.
 Thos. J. Kane, 289 E. Main St. Master
 Frank Brandt, 227 E. Main St. Secretary
 S. W. Mallick, 199 E. Main St. Collector
 Frank Brandt, 227 E. Main St. Receiver
 S. W. Mallick, 199 E. Main St. Magazine Agent

- 224. T. C. BOERN; St. Cloud, Minn.**
Meets 2d and 4th Sundays at 3 P. M. at Odd Fellowship Hall.
Abe Vogel, L. Box 944 Master
J. A. Dickinson, L. Box 1128 Secretary
John Mournan Collector
Abe Vogel, L. Box 944 Receiver
J. A. Dickinson, Box 1128 Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
Meets every Monday night in Smith's Hall.
Burton Wheatley Master
W. H. Wadland Secretary
Con Goulding Collector
Will Blannerhasset Receiver
T. L. Drummond Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays at 8 P. M.
J. H. Dunkin, L. Box 100 Master
W. M. Nicol, L. Box 280 Secretary
J. Barry Collector
W. M. Nicol, L. Box 280 Receiver
J. H. Duncan Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets 1st Wednesday and 4th Saturday at 7:30 P. M. at Stevens' Hall, North Chenango St.
Wm. A. Wrigley, 28 Doubleday St Master
G. B. Warner, 80 Lewis St Secretary
Wm. A. Wrigley, 28 Doubleday St Collector
Theodore Haakins, 30 Virgil St Receiver
G. B. Warner, 80 Lewis St Magazine Agent
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M., in G. A. R. Hall, No. 832 Lackawana ave.
Albert J. Thomas, 317 So. Hyde Park ave., Hyde Park Master
J. G. Burnett, 405 North Main St., West Scranton Secretary
Charles S. Depew, 1014 Price street, Hyde Park Collector
Ed. Eldin, 1230 Academy street, Hyde Park Receiver
A. B. Woodward, 604 Court St Mag. Agent
- 229. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
Wm. A. Keene, 145 Bleecker st Master
J. G. Agans, Box 383, Canastota, N. Y. Secretary
John A. Weigand, 32 Hubblet Collector
Alonso E. Pease, 42 Mohawk st Receiver
J. G. Agans, Box 383, Canastota, N. Y. Mag Agent
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays in each month, at 206 Washington Ave., at 7:30 P. M.
Wm. H. Bagley, 687 Clinton ave Master
Courtland Maher, 95 West St Secretary
E. F. Markhart, 30 Lexington ave Collector
Geo. M. Jeffers, 36 Ontario St Receiver
Geo. Heckman, 108 Western Ave Mag. Agent
- 231. DELAWARE; Wilmington, Delaware.**
Meets 1st and 3d Sundays at 2:30 P. M., corner Third and King Streets.
T. D. Mount, 404 Lombard St Master
G. H. Larimore, 405 Lombard St Secretary
L. L. Sargent, 618 west 4th St Collector
E. M. Sargent, 618 West 4th st Receiver
E. J. Gordon, 621 Lombard St Mag. Agent
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays of each month, at 1 P. M., in K. of H. Hall.
D. H. Smith, Box 1481 Master
W. H. Tidaback, Box 1481 Secretary
W. J. Herlihy Collector
B. Gildersleeve, Box 1481 Receiver
H. B. Weeden, Drawer 104, Norwich, N. Y. Magazine Agent
- 233. GLAD TIDINGS; Remeton, New Brunswick.**
Meets 1st Saturday evening and 3d Sunday afternoon in Victoria Hall.
George W. Speer Master
Thos. McL. Rippy, Box 83 Secretary
Wm. H. Gay Collector
Alfred Wood Receiver
John Stewart, Jr. Magazine Agent
- 234. NORTH BAY; North Bay, Ontario.**
Meets 1st and 3d Sundays, in R. of L. F. hall.
W. R. Boucher Master
W. J. Thurlow, 119 Main St Secretary
Wm. H. Hollandal Collector
H. G. Reid Receiver
John Beattie Magazine Agent
- 235. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
James Griffith, Brunett P. O. Master
Isaac Miller, 2512 Penn ave Secretary
Wm. J. Adams, Arch St. above 28th Collector
Henry B. Duff, No. 68, 26th St Receiver
Robert O. Ferren, 2508 Penn st Magazine Agent
- 236. HINTON; Hinton, West Virginia.**
Meets 1st and 3d Wednesdays at 1:30 P. M. and 2d and 4th Saturdays at 7:30 P. M.
Chas. E. Tyler Master
Thos. E. Cobbs Secretary
Thos. E. Cobbs Collector
Wm. H. Hardy Receiver
Julius Grether, Box 118 Magazine Agent
- 237. CENTRAL PARK; Central Park, Ill.**
Meets 1st and 3d Sundays, in Tilton's Hall.
Bendean, Box 101 Master
M. J. O. L. Kennedy, 549 W. Ohio St., Chicago Secretary
Herbert L. Brink Collector
Thad. Chew Receiver
Horace Brink Magazine Agent
- 238. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
H. C. Kahlman, 1184 Jefferson St Master
Jas. Weeks Secretary
Ambrose E. Meroer Collector
Henry Korts, 317 5th St Receiver
Henry Korts, 317 5th St Magazine Agent
- 239. BUCKEYE; Delaware, Ohio.**
Meets 2d and 4th Sundays, in Reid & Powell's Hall, at 1 P. M.
Benj. Dettieback, 831 E Central ave Master
T. E. Maloney, 219 E Central ave Secretary
John Hirsch, 216 E Central ave Collector
F. S. Volk, 16 Hammond st Receiver
James J. Quinlan, Box 405 Magazine Agent
- 240. GILBERT; Jackson, Mich.**
Meets every Monday at 7:30 P. M.
Geo. E. Chapman, 408 Hamlin St Master
Geo. A. Holden, 205 Beech St Secretary
M. A. Henry, 337 Quarry St Collector
D. Green, 211 Orange St Receiver
Edward J. Coy, Quivey Block, E. Main St Magazine Agent
- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel Laurrell St.
John Gleam, Box 300 Master
Geo. W. Dipple Secretary
John McCall, Box 300 Collector
Andrew Krapf, Box 300 Receiver
P. C. Hagerty Magazine Agent
- 242. LIBERTY; Elmira, N. Y.**
Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.
W. J. Drake, 351 Center St Master
Harry Millins, 851 Magee St Secretary
J. B. Carpenter, 714 E Oak st Collector
Chas. Barker, 870 McGee St Receiver
Daniel Keefe, 360 W. Fifth St Magazine Agent
- 243. J. H. SELBY; Texarkana, Texas.**
Meets every Sunday at 2 P. M.
E. H. Christman, Glass Box 322, Texarkana, Ark Master
F. S. Wallace, Texarkana, Ark Secretary
W. S. Allison, Texarkana, Ark Collector
E. H. Christman, Glass Box 322, Texarkana, Ark Receiver
E. H. Christman, Glass Box 322, Texarkana, Ark Magazine Agent

- 244. T. P. O'BURKE; Chicago, Ill.**
Meets 1st Thursday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson Sts.
E. Atkin, 180 Maxwell st. Master
Chas. Naylor, 5620 Wentworth st., Englewood, Ill. Secretary
E. Atkins, 180 Maxwell st. Collector
Louis Zunkel, 108 Johnson street. Receiver
P. C. Winn, 830 W. 12th St. Magazine Agent
- 245. GEORGIA; Savannah, Ga.**
Meets every Thursday at 7:30 P. M. and 3d Sunday at 2:30 P. M.
John J. Bannon, care Adam Hutton, N. W. Cor. Bull and Anderson Sts. Master
Adam Hutton, N. W. Cor. Bull and Anderson Sts. Secretary
F. L. Kempf, Sims and Guerdard st. Collector
Fleming Goolaby, 212½ Harris St. Receiver
J. J. Gordon, 101½ Montgomery St. Mag Agent
- 246. MACON; Macon, Ga.**
Meets at M. & W. depot every Sunday.
J. M. Poole Master
J. T. Taylor, 558 Boundry St. Secretary
E. T. Adams, 718 Pine st. Collector
J. T. Taylor, 558 Boundry st. Receiver
E. B. Shell, 1815 Fourth St. Magazine Agent
- 247. KENNESAW; Atlanta, Ga.**
Meets every Sunday at 2 P. M., in K. P. Hall.
W. H. Hollingsworth, 800 Houston St. Master
J. S. Wallace, W. & A. R. R. Secretary
C. L. Bixby Collector
John M. Baird, 194 Powers St. Receiver
Geo. Fechter Magazine Agent
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at 1:30 P. M., in G. A. R. Hall.
Wm. Rose Master
J. S. Brown, Box 704 Secretary
Chas. D. Weisell, Box 690 Collector
A. T. Hill, Box 855 Receiver
Frank Bolmer, Harbor Magazine Agent
- 249. CALUMET; South Chicago, Ill.**
Meets 2d Sunday at 2:30 P. M., and 4th Sunday at 7:30 P. M., in Engineer's Hall, South Chicago.
Frank Rapp Master
Alex. Mellville Secretary
Ernest Ingram Collector
O. J. Austin, Judd, Cook County, Ill. Receiver
O. J. Austin, Judd, Cook Co., Ill. Mag Agent
- 250. GOLDEN LINK; Wilkesbarre, Pa.**
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
E. A. Bailey, Ashley, Pa. Master
R. H. Digory, Box 180, Kingston, Pa. Secretary
G. P. Hanks, 5 Railroad street, South Wilkesbarre Collector
C. Vanwhy, Ashley, Pa. Receiver
Elmer E. Butz, Ashley, Pa. Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets at Stahl's Hall 1st and 3d Sundays.
H. B. Fulton, East Mauch Chunk Master
John McAllister, Box 276 Secretary
Lafayette Wildonner, Box 276 Collector
C. Roberts, Box 276 Receiver
L. H. Yetter, Box 276 Magazine Agent
- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
Wm. Cough Master
Lafayette Friday Secretary
Joseph Denison Collector
Martin M. Hinkle Receiver
H. A. Bennett, Box 581 Magazine Agent
- 253. TRENTON; Trenton, N. J.**
Meets in Bayard Post No. 8, G. A. R. room at 24 E. State St. 1st and 3d Sundays of each month.
Wm. C. Massey, 157 Passaic St. Master
Robert Stackhouse, 687 Broad St. Secretary
Thos. H. Decator, 47 Hart Ave. Collector
Frank P. Parsons, 175 Brunswick Ave. Receiver
Wm. C. Massey, 157 Passaic St. Magazine Agent
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays, at 7:30 P. M. in Masonic Hall.
W. T. Mahoney Master
John T. Heatwoll Secretary
H. F. Reineohl Collector
P. J. Farrell Receiver
H. F. Reineohl, Box 524 Magazine Agent
- 255. NEIGHBOR; McCook, Neb.**
Meets in Masonic Hall 1st and 3d Wednesdays, and 2d and 4th Saturdays.
I. W. Jackson Master
J. V. Dalley, Box 248 Secretary
John Perry, Box 119 Collector
G. A. Tolander, L. Box 521 Receiver
Frank McAdams, Box 216 Magazine Agent
- 256. HIGH LINK; Como, Colo.**
Meets every Thursday 7:30 P. M. in McFarlin Hall
Geo. W. McAleer, Box 47 Master
M. D. Finn Secretary
Wm. Dunning Collector
Alford Blanchard Receiver
G. A. Milroy Magazine Agent
- 257. KIT CARSON; Raton, New Mexico.**
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
John W. Cullen Master
Alfred R. Cullen Secretary
Chas. Miller, Box 56 Collector
James McPherson, Box 178 Receiver
Chas. Miller, Box 56 Magazine Agent
- 258. RENO; Nickerson, Kansas.**
Meets in Odd Fellows Hall every Thursday evening at 7:30.
Fred Shirk, Box 102 Master
C. W. Arnold, L. Box 29 Secretary
W. T. Smith Collector
A. S. Rittenour Receiver
E. A. Devaux Magazine Agent
- 259. D. J. CHASE; Ashland, Wis.**
Meets 1st and 3d Sundays at 2 P. M., in Good Templars' Hall, Cor. 2d and 4th Ave., west.
W. Buckley, 409 Prentice Ave Master
N. J. Poulson, 311 8th Ave. W Secretary
Ferd Godfrey, Box 929 Collector
T. A. Hubbell, 204½ W. Second St. Receiver
T. A. Hubbell, 204½ W. 2d St. Magazine Agent
- 260. CALIFORNIA; Sacramento, Cal.**
Meets 2d and 4th Tuesdays in Red Men's Hall, Masonic building, 6th and K Sts.
E. Kuns, 1811 Ninth St. Master
G. E. Hanford, Box 107 Secretary
C. W. Cox, 1517 N St. Collector
J. D. Cummings, Box 107 Receiver
G. E. Hanford, Box 107 Magazine Agent
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets 1st Sunday 3d Tuesday in Masonic hall.
L. V. McLoughlin Master
John Connell, Box 52 Secretary
W. G. Matthews, Box 52 Collector
Frank Ewing Receiver
Charles Martin Magazine Agent
- 262. QUEEN CITY, West Toronto Janct., Ont.**
Meets 1st and 3d Mondays, and 2d and 4th Tuesdays at Carlton Hall.
John Donaldson Master
James Lewis Secretary
William Hyndman, Box 61 Collector
John Price Receiver
A. Madden Magazine Agent
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at Alamo Hall.
John C. Askew, Box 10 Master
S. M. Bridgewater, Lox Box 10 Secretary
Sam D. Moore Collector
W. S. Carter Receiver
A. Brownson Magazine Agent
- 264. J. K. GILBERT; Butte City, Montana.**
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
C. H. DeCamp, Box 190, South Butte Master
Geo. Cross, South Butte Secretary
Wm. A. White, South Butte Collector
J. S. Sweeney, South Butte Receiver
Mac. Haskins, South Butte, Mon Mag. Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets 1st and 3d Sundays at 2:30 P. M. in I. O. O. F. Hall.

E. E. Decker, 447 So. Division St. Master
G. P. Downey, 13 Wenham avenue Secretary
C. W. Beutney, 11 East St. Receiver
H. E. Brown, 427 Cass St. Collector
Elmer E. Decker, 447 S. Division St. Mag. Agent

266. JOHN HICKEY; South Kaskasua, Wis.

Meets 1st and 3d Mondays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.

Matt Nilan, L. Box 31. Master
H. O. Fuller, L. Box 31. Secretary
W. J. Sullivan, L. Box 31. Collector
W. Frances, L. Box 31. Receiver
Laurence Hoffman. Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets at Castle Hall every Thursday at 7:30 P. M.

M. H. Brown, 78 Webster Ave. Master
E. A. Calhoun, 129 Market st. Secretary
A. H. Flynn, 87 Pacific avenue. Collector
W. T. Douner, 115 Pacific Ave. Receiver
A. H. Flynn, 87 Pacific Ave. Magazine Agent

268. CHICKAMAUGA; Chattanooga, Tenn.

Meets every Friday at 2 P. M.

D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn. Master
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn. Secretary
Jas. Harrington, 310 Long St. Collector
Tim O'Leary, 1806 Patterson st., Nashville, Tenn. Receiver

269. O. K.; Cincinnati, Ohio.

Meets 1st and 3d Sundays at Eagle Hall, S. W. cor. 8th St. and Central Ave.

J. S. Sheehan, 1110 W. Sixth St. Master
W. C. Conn, Hawthorne Ave., Price's Hill, Cincinnati. Secretary
E. Hathorn, Loveland Collector
G. S. Kershner, 1334 Greenup St., Covington, Ky. Receiver
Ed. Cullen, 27 Budd St. Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M. in A. O. U. W. Hall, 2006 Cedar Ave. South.

Oliver Johnson, #21 11th Ave. S. Master
C. D. Fultz, 2806 17th Ave. south Secretary
M. G. Getchell, 27 Second St. S. Collector
Geo. Cavanaugh, 2809 25th St. S. Receiver
Ambrose Powell, 3020 28th Ave. So., Mag. Agent

271. BYRAM; Stanhope, N. J.

Meets in Drake's Hall 2d and 4th Sundays at 4 P. M.

R. A. Treise, Port Morris Master
Wm. Weller, Port Morris Secretary
J. F. Schappell, Port Morris Collector
Wm. Weller, Box 25 Receiver
M. T. Dickerman, Box 31, Port Morris, N. J. Magazine Agent

272. WILSON; Junction, N. J.

Meets 1st and 3d Sundays, in Well's Hall.

John S. Eveland Master
John E. Dineen Secretary
James P. Butler Collector
John B. Everett Receiver
John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets every Monday night in P. O. S. of A. Hall, corner 15th and Holladay Sts.

C. H. Curtis, 458 Clark St. Master
Edgar F. Ballow, 1272 S. Ninth St. Secretary
C. S. Hull, 1018 S. Ninth St. Collector
Sam Fowler, Lindell Hotel, Denver Receiver
J. E. Nichols, 2221 Lawrence St. Magazine Agent

274. JACKSON; Clifton Forge, Va.

Meets 2d and 4th Saturdays at 7:30 P. M. in Odd Fellows Hall.

R. R. Johnson Master
J. H. Housman Secretary
R. B. Donovan Collector
J. H. White, 811 Stewart St., Staunton Receiver
R. R. Johnson Magazine Agent

275. LEE; Richmond, Va.

Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays at 1:30 P. M.

Wm. J. Burke, C. & O. Round House Master
W. A. Demaine, C. & O. Round House Secretary
W. B. Sanders, Crow's Hill, Carrington st., Henrica co., Va. Collector
Wm. J. Burke, C. & O. Round House Receiver
W. B. Sanders, Carrington st, Crow's Hill, Henrica co., Va. Mag. Agent

276. REGINA; Vancouver, B. C.

Meets on 1st Sunday and 3d Monday of each month.

D. A. Morton Master
Angus Morton Secretary
Angus Morton Collector
Fred Clutterbuck Receiver
Harry Andrews Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets every Monday at 2 P. M.

O. E. Adams, L. & N. Shops Master
H. B. McMillian, M. & B. R. R. Secretary
H. B. McMillian, M. & B. R. R. Collector
Frank J. Carney, L. & N. Shops Receiver
W. A. Crawford, L. & N. Shops Magazine Agent

278. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M. and 2d and 4th Fridays at 7 P. M.

H. V. Nevill, 1107 S. Washington St. Master
W. E. Stiner, 1107 S. Washington St. Secretary
D. P. Weaver, 1107 S. Washington St. Receiver
E. R. Wright, 1107 S. Washington St. Collector
E. Wright, 1107 So. Washington St. Mag. Agent

279. METEOR; McComb City, Miss.

Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.

Sam B. Devine Master
Eddie C. Fordiah Secretary
Eddie C. Fordiah Collector
Thos. A. Long Receiver
George McIntyre Magazine Agent

280. OZARK; Thayer, Mo.

Meets alternate Sundays in Boyd's Hall.

Charles McCarthy Master
D. J. Cronin Secretary
James Kinney Collector
C. D. Rice Receiver
M. Frith Magazine Agent

281. TUNNEL HILL; New Albany, Ind.

Meets in Hedden's Hall 1st and 3d Sundays at 2 P. M.

Walter Ashcroft, Box 75 Master
Ben Goedecker, Box 75 Secretary
John Keane, Box 75 Collector
W. H. Stephens, Jr., Box 75 Receiver
John S. Keane, Box 75 Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in Lotta Hall on 1st and 3d Sundays at 2:30 P. M.

J. T. Worham Master
C. Minniear Secretary
Wm. Murphy Collector
C. Minniear Receiver
J. T. Worham Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets 2d Sunday at 9:0 A. M. and 4th Sunday at 3 P. M. in Red Men's Hall.

F. J. May, Box 139 Halstead, Pa. Master
E. Edenger, Box 67, Great Bend, Pa. Secretary
W. B. Trobridge, Halstead, Pa. Collector
H. P. Trowbridge, Halstead, Pa. Receiver
S. H. Wells, Halstead, Pa. Mag. Agent

284. ELM CITY; New Haven, Conn.

Meets at Elk's Hall, 862 Chapel St. 1st Saturday and 3d Sunday afternoon.

Edw. A. Ferrell, 159 Rosette St. Master
Eugene S. Ailing, 128 Cedar St. Secretary
H. Gamester, 135 Cedar St. Collector
Wm. A. Pyle, 46 Arthur St. Receiver
Chas. A. Baldwin, 243 Greenwich Ave. Magazine Agent

- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month, Cor Pratt and Main Sts., in Bliss Hall.
Henry L. Stearns, 4 Wooster St. Master
Emery E. Bill, 27 Vine St. Secretary
A. M. Porter, East Hartford Collector
Henry L. Stearns, 4 Wooster St. Receiver
J. H. Osmond, 40 Windsor St. Magazine Agent
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meets in B. L. E. Hall 2d and 4th Sundays at 2 P. M.
John C. Kull, cor. Washington and Astor Sts., Meyers' Hotel Master
Adolphus Fixel, 1214 Miller St. Secretary
Robert Steiner, 224 N. 4th St. Collector
Wesley Beck, 124 Sears St. Receiver
A. Fixel, 1214 Miller St. Magazine Agent
- 287. ALTOONA; Altoona, Pa.**
Meets every Sunday at 2 P. M. in Ott's Hall, 12th st.
J. C. Brode, 1004 Nineteenth St. Master
W. E. Burkett, 1409 Thirteenth ave. Secretary
E. K. Gerhard, 1908 Union Ave. Collector
F. A. Davis, 1908 Union Ave. Receiver
O. S. Dixon, 520 7th ave. Magazine Agent
- 288. KENNET; Estherville, Iowa.**
Meets 1st Sunday and third Monday at 7:30 P. M. in Masonic Hall.
Geo. Godden, Box 76 Master
P. J. Sullivan, Box 43 Secretary
A. L. Houlthouser, Box 5 Collector
R. S. Robinson, Box 102 Receiver
D. L. Post, Box 78 Magazine Agent
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets 2d and 4th Sundays at 2:30 P. M., in Odd Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine Master
Geo. Morgan, Box 675 Secretary
Wm. H. Anyan Collector
Wm. Edwards Receiver
Wm. Edwards Magazine Agent
- 290. MARION Hannibal, Mo.**
Meets in Emmet Hall, 2d & 4th Sundays at 7 P. M.
Wm. Edson Miles, 1101 Church St. Master
John Kenna, 140 Market St. Secretary
J. T. Hart, 412 Washington St. Collector
Wm. J. Kelly, 135 Riverside St. Receiver
L. R. Bickel, 120 Third st., So. Mag. Agent
- 291. ATLANTIC; Brooklyn, N. Y.**
Meets 2d Saturday evenings and 4th Sunday mornings at Pythian Hall.
Geo. P. Smith, 46 Williams Ave., 26th ward, Master
Wallace Duryea, 1103 Herkimer st. Secretary
John Logue, 46 Williams ave., 26 ward Collector
Thos. H. Smith, 707 Madison St. Receiver
Ed. Locke, Beckman St., bet. E. New York and Liberty Ave., Station E., Brooklyn, N. Y. Mag. Agent
- 292. POCAHONTAS; Holden, Mo.**
Meets in Odd Fellows' Hall, 2d and 4th Saturday.
J. A. Bray Master
Geo. P. Reed Secretary
W. A. Bedell Collector
W. M. Bedell Receiver
G. R. Johnson Magazine Agent
- 293. LAFAYETTE; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month at 1:30 P. M., Hall, cor. Frankfort Road and Sargent St.
J. J. Leahy, 2627 Fremont St. Master
W. McLoughlin, 1521 Wood St. Secretary
L. Faber, 808 Buttonwood St. Collector
G. W. Nevill, 1541 Palmer St. Magazine Agent
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in Engineers' Hall, Cor. 3d Ave. and 8th St.
J. T. Looney, 199 E. Main street, Lexington, Ky. Master
Lee A. D. Tate Secretary
E. L. Newcomb Collector
J. T. Looney, 199 E. Main St., Lexington, Ky. Receiver
E. A. T. Watkins, Box 202 Mag. Agent
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
Martin L. Mitchell, 801 Switz st. Master
John J. Shehan, 522 Esplanade st. Secretary
John J. Shehan, 522 Esplanade st. Collector
Martin Gillin, 818 Switz st. Receiver
F. W. Duncan, 506 Brady St. Magazine Agent
- 296. IRON RANGE; Duluth, Minn.**
J. A. Dalgleish, 1916 w. Michigan st. Master
John G. Defond, 117 18th Ave W. Secretary
A. Dahl, 2132 w. Second st. Collector
John G. Defond, 117 18th Ave W. Receiver
A. Dalgleish, 1916 W. Michigan St. Mag. Agent
- 297. CLARK; Jeffersonville, Ind.**
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 392 Master
C. E. Buehler Secretary
W. J. Hannan, Cor. Twenty-seventh St. and Gifford Ave., Louisville, Ky. Collector
A. B. Chambers Receiver
P. A. Coleman Magazine Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
W. W. Ogline, Alliance Master
Geo. W. Reed Secretary
Henry B. Ellett, Alliance Collector
Chas. H. Ridge, Lock Box 87 Receiver
J. W. White Magazine Agent
- 300. HARBOR CITY; Michigan City, Ind.**
Meets alternate Mondays in I. O. O. F. Hall at 2 P. M.
Wm. Campbell, Box 737 Master
W. H. Roe L. Box 644 Secretary
Charley Brown, Box 449 Collector
Willie Williamson, Box 153 Receiver
Lew Willson, 7th street Magazine Agent
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday 7 a P. M. in Engineer's hall.
Samuel J. Norris Master
W. C. Baldwin Secretary
Frank W. Thompson Collector
Wm. M. Weeks Receiver
W. C. Baldwin Magazine Agent
- 302. YOUGHIOHENTY; Connellsville, Pa.**
Meets at 2 P. M. on 1st and 3d Sundays in Rel-singer Hall, Main St.
J. P. Smith, Box 281 Master
A. C. Plante Box 173 Secretary
S. A. McPhee, Box 387 Collector
A. C. Plante, Box 173 Receiver
W. J. Keenan, Box 86 Magazine Agent
- 303. VILLA PARK; Streator, Ill.**
Meets 2d and 4th Sundays at 2 P. M. at Schlits Hall, corner Main and Vermillion Sts.
J. J. Corcoran, 5 Grant st. Master
T. W. White, 261 N. Wason St. Secretary
Moses Cantlin, 180 N. Monroe St. Collector
James Nance, 118 N. Everett St. Receiver
J. D. Menough, 118 N. Everett St. Mag. Agent
- 304. THREE BRANCH Argenta, Ark.**
Meets every Saturday evening at 7:30 P. M., in Lemmer's Hall, Argenta, Ark.
John E. Powers Master
Sam. R. Addis Secretary
G. J. Scaggs Collector
Robert G. Curtis Receiver
B. A. G'Sell, Tex. & St. L. shops, Pine Bluff, Ark. Mag. Agent
- 305. UNWIN; Rat Portage, Ontario.**
Meets in Garfield Hall, every Wednesday evening.
Wm. Burrage, Box 40 Master
Russell Woods Secretary
Wm. Munt Collector
Chas. Unwin Receiver
Wm. Burrage, Box 40 Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 4 P. M. in Temple Hall, Sanborn Block.
 E. E. Chandler, West Concord Master
 W. F. Cleary, 26 Pearly St Secretary
 H. S. Mann, No. 3 Staleman Building Collector
 H. W. Morrill, Box 381 Receiver
 J. C. Muzzy, Bradford, N. H. Magazine Agent

307. HAMDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
 Chas. A. Chapin, B. & A. Engine House Master
 J. A. Simons, 130 Patton St Secretary
 John Fenton, 585 Chestnut St Collector
 M. D. Newton, Merrick, Mass Receiver
 F. R. Childs, B. & A. Eng. House, Magazine Agent

308. BELLE HAVEN; Alexandria, Va.

Meets 2d and 4th Sundays at Lun's Hall.
 Wm. M. Mansfield, 1018 Duke St Master
 J. B. Fitzgerald, 1012 Duke St Secretary
 H. J. Mortimer, Duke St Collector
 W. A. Moor, Duke St Receiver
 H. J. Mortimer Magazine Agent

309. BARTHOLOMI; Long Island City, L. I., N. Y.

Meets 2d Mondays and 4th Saturdays in Schwalenberg Hall.
 Geo. H. Stinman Master
 Jno. W. Brown, 181 Freeman St. Secretary
 John J. Galvin, 46 Clay St., Green Point.
 L. I., N. Y. Collector
 Frank Sembler Receiver
 Hugh Riddle Receiver
 W. A. Barnum, College Point, L. I. Mag. Agent

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets alternate Mondays and third Sundays in Chosen Friends Hall.
 H. C. Martin Master
 Joshua T. Cole, Secretary
 W. J. Toole Collector
 G. B. Meyers, Box 108 Receiver
 Joshua T. Cole Magazine Agent

311. BELLE PLAINE; Belle Plaine, Ia.

Meets in V. A. L. Hall 1st and 3d Sundays.
 Wm. B. Tidball Master
 Charles M. Goodrich Secretary
 Ed. L. Condon, L. Box 34 Receiver
 Dennis E. Curran Collector
 Ed. L. Condon, L. Box 34 Magazine Agent

312. BLUE VALLEY; Wymore, Neb.

Meets in Masonic Hall 1st and 3d Sundays at 2:30 P. M.
 W. F. Hackett, Box 138 Master
 B. A. Downen, L. Box 53 Secretary
 Jacob M. Long, Box 22 Collector
 S. E. Fulton, Box 45 Receiver
 B. A. Downen, L. Box 53 Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.

Meets alternate Mondays at 7:30 P. M.
 Melvin S. Laughlin, L. Box 54 Master
 Melvin S. Laughlin, L. Box 54 Secretary
 Harry W. Chow, L. Box 597 Collector
 E. C. Haddock, 120 N. 5th St., Kansas City, Kan Receiver
 Magazine Agent

314. MUTUAL; Knoxville, Tenn.

Meets 1st and 3d Wednesdays at 7:30 P. M. in Engineer's Hall, North Knoxville, Tenn.
 Frank A. Stephens, 5 E Depot St Master
 Walter Green, 30 E. Park St Secretary
 Wm. H. Booth, 5 E Depot St Collector
 W. T. Armstrong, 38 Florida st. Receiver
 J. C. Pickins, 30 E. Park St Mag. Agent

315. TROY CITY; Green Island, N. Y.

Meets 1st and 3d Sundays at Odd Fellows Hall, 101 Hudson avenue.
 Jas M. Williams, 20 Canal St., Troy, N. Y. Master
 H. A. Norton, 119 Hudson Ave Secretary
 Willis J. Spafford, 2252 Fifth Ave., Troy, Collector
 H. R. Peach, 44 George St Receiver
 H. A. Norton, 119 Hudson Ave Mag. Agent

316. OMEGA; Buffalo, N. Y.

Meets every Tuesday at 8 P. M. at Siebert's Hall, corner Jefferson and Bristol Sts.
 W. H. Walsh, 1933 Broadway Master
 John Shafer, D. L. & W. shops Secretary
 P. J. Donovan, 780 S. Division St Collector
 Robt. O. Williams, 89 Watson St Receiver
 Robt. O. Williams, 89 Watson St, Magazine Agent

317. MOUNT PEKK; Reading, Pa.

Meets 1st and 3d Sundays, at 9:30 A. M. in Bland's Hall, 9th and Penn Sts.
 Daniel H. Deeter, 1048 Elm St. Master
 Wm. Gordon, 686 Green St. Secretary
 James Madden, 706 Franklin St Collector
 L. Brownback, 417 N. 10th St Receiver
 M. W. Pottelger, 547 N. Ninth St Mag. Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.

Meets 1st and 3d Monday evenings at 7:30, in Speck's Block, cor. 2d and Hazlewood avenue.
 J. F. Wills, Glenwood, 23d Ward Master
 R. C. Chamberlain, Glenwood, 23d Ward Secretary
 Clayton L. Werts, Glenwood, 23d Ward. Collector
 F. J. Thomer, Euler Alley, 14th Ward Receiver
 J. E. Fox, Glenwood, 23d Ward Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.

Meets every Tuesday at 7:30 P. M. in I. O. O. F. Hall.
 I. L. Hardesty Master
 J. C. Faught Secretary
 John Beach Collector
 Harry R. Brown, Jr. Receiver
 Harry R. Brown, Jr. Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

Meets 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M. at Wilde's Hall, corner Seventh and Bradley Sts.
 D. Lordan, 839 Burr St., St. Paul Master
 J. H. Salley, 617 Minnehaha St., St. Paul, Secretary
 Peter Copeland, 468 Case St., St. Paul Collector
 R. A. Hetherington, 506 Beaumont St., St. Paul Receiver
 T. F. Friedly, 617 Minnehaha st. Mag. Agent

321. SNOW DRIFT; Chapleau, Ont.

Meets in B. of L. F. Hall, every Monday at 8 P. M.
 John D. Dexter Master
 James McAdams, C. P. R. R. Secretary
 Kenneth McRae Collector
 James McAdams, C. P. R. R. Receiver
 Herbert D. Gay Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.

Meets 2d and 4th Sundays of each month, at 8 E. cor. 10th and Spring Garden Sts.
 C. W. Weidner, 708 Kohn St., Norristown, Master
 James Haas, 2135 Darien St. Secretary
 Wm. Ashton, 1210 Oakdale St Collector
 Joseph Harrison, 668 Jay St Receiver
 John Kiple, 908 Green St. Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.
 Jas. J. Harty Master
 Wm. Heckman, Box 367 Secretary
 Michael Schmauch Collector
 Wm. J. Dintinger, Box 347 Receiver
 Joe Mucklow Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.

Meets 2d and 4th Sundays of each month at 2 P. M., in News Item Hall.
 J. W. Fisher, Box 174 Master
 Jeremiah Haley Secretary
 Jeremiah Haley Collector
 J. W. Fisher, Box 174 Receiver
 W. Bowman, Milton, Pa. Magazine Agent

325. SCRUYLKILL VALLEY; Pottsville, Pa.

Meets 2d and 4th Sunday evenings of each month.
 Jesse M. Elder, 701 Market St. Master
 John E. Brosions, 122 So. 3d St. Secretary
 W. H. Osman, 122 N. Coal St Collector
 W. H. Bowers, 402 W. Savoy St. Receiver
 Nicholas Knebles, 45 E. Savoy St., Palt Alto, Pottsville Magazine Agent

- 326. FOLWELL; Bradford, Pa.**
Meets 1st and 3d Sunday evenings in G. A. R. Hall.
G. P. Clough, 6 Allison St. Master
M. W. Maybee, 7 Pike St. Secretary
C. Billington, 28 Hilton St. Collector
G. P. Clough, 6 Allison St. Receiver
P. T. Lane, 18 Boyeston St. Magazine Agent
- 327. SILVER MOUNTAIN; Needles, Cal.**
Meets every Saturday evening in B. of L. F. Hall.
Wm. Field Master
Leonard Leutzinger Secretary
Chas. Dufferbaugh Collector
M. H. Smith Receiver
John M. Grifith Magazine Agent
- 328. STONE BALLAST; Plattsmouth, Neb.**
Meets every Sunday at 2 P. M. in K. P. Hall.
A. F. Zinn Master
E. W. Carpenter, Box 387 Secretary
A. M. Roger, Box 1057 Collector
H. F. Zinn Receiver
V. M. Mullis Magazine Agent
- 329. SOLOMON VALLEY; Downs, Kansas.**
Meets 1st and 3d Sundays at 7:30 P. M. in Masonic Hall.
H. E. Wade Master
A. Dillon, L. Box 183 Secretary
John Milheiser, Box 102 Collector
R. J. Dunlap, Box 219 Receiver
E. J. Dunlap, Box 219 Magazine Agent
- 330. RIVER VIEW; Kansas City, Kansas.**
Meets 2d and 4th Sundays at 2:00 P. M. at Melville Hall, Armourdale, Kan.
T. J. Birch, 1499 1/2 Wyoming St., Kansas City, Mo. Master
Frank Vaughn, 909 Kansas Ave., Armourdale Secretary
Rufus C. Campbell, Armourdale Collector
E. D. Root, 919 6th St. Receiver
J. J. Barr, 885 Park Ave. Magazine Agent
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**
Meets in Foresters' Hall, Cor. 81st St. and Vincennes Ave., Auburn, Ill., on 1st and 3d Mondays at 8 P. M.
John H. McCarty, South Englewood Master
J. D. Flood, Box 34, So. Englewood Secretary
Abe. L. Leidich, Auburn Park Collector
J. D. Flood, Box 34, So. Englewood Receiver
Fred Wall Magazine Agent
- 332. STONE MOUNTAIN; Augusta, Ga.**
Meets every alternate Sunday in hall corner of Broad and Jackson Sts.
B. W. Furber, Ga. R. R. Shops Master
P. J. Buckley, Cen. R. R. shops Secretary
B. W. Furber, Ga. R. R. shops Receiver
E. J. Graham Collector
Jas. S. Downing, Ga. R. R. shops Mag. Agent
- 333. FAIRMOUNT; Philadelphia, Pa.**
Meets alternate Wednesdays at 8 P. M., at Erickson's Hall, 8947 Lancaster St.
P. J. Lawton, 746 N. 36th St. Master
G. V. Plant, 3911 Wallace St., W. Phila. Secretary
C. H. Maul, 830 N. 40th St. Collector
Harry C. Ewing, 830 N. 40th St. Receiver
H. C. Ewing, 830 N. 40th St. Magazine Agent
- 334. ELLSWORTH; Philadelphia, Pa.**
Meets 2d and 4th Sundays of every month, in Patterson Post Hall, Broad above Ellsworth St.
H. C. Smith, northwest corner Stocker and Washington Ave. Master
Wm. Akin, 2840 Collins St. Secretary
J. J. Jamison, 706 N. 36th St. Collector
H. A. Krause, 1706 Afton St. Receiver
Harry Yocum, 921 S. 18th St. Magazine Agent
- 335. SAINT ADOLPHUS; Hochelaga, Canada.**
Meets at B. of L. F. Hall, 11 Moreau St.
Alfred Pring, 20 Roch Lane, Montreal Master
Jno. Langstreth, 107 Marlborough St. Secretary
Patrick McFall, 305 Logan St. Collector
Chas. Simms, 178 Iberville St., Montreal, Receiver
J. Langstreth, 107 Marlborough St. Mag. Agent
- 336. FALL RIVER; Needlesha, Kansas.**
Meets 2d and 4th Saturdays, in Pierce's Hall.
R. C. McClellan Master
L. N. Baker, Box 178 Secretary
Chas. Koehler Collector
R. C. McClellan Receiver
Mose Weekley Magazine Agent
- 337. BIG FOUR; Kansas City, Mo.**
Meets alternate Tuesdays at 7:30 P. M., at Summerwell's Hall, 21st and Drupp Sts.
Homer Howard, 1210 Reservoir Ave. Master
Chas. T. Largent, 1809 Bellview Ave. Secretary
Chas. T. Largent, 1809 Belleview Ave. Collector
N. F. Clough, 1812 Holly St. Receiver
J. A. Brown, 1827 Holly St. Mag. Agent
- 338. WEST BRANCH; Renovo, Pa.**
Meets alternate Sundays in Spangler's Hall, Cor. 6th St. and Huron Ave., at 1:30 P. M.
Frederick Kerby Master
R. C. McFarland Secretary
W. C. Robinson Collector
G. B. McManigal Receiver
James Campbell Magazine Agent
- 339. WHITE BREAST; Chariton, Iowa.**
Meets at Woodman's Hall.
T. H. Sanford, Box 620 Master
A. M. Williby, L. Box 781 Secretary
Jas. C. Beck, Box 349 Collector
A. M. Williby, L. Box 781 Receiver
Albert Brown Magazine Agent
- 340. STAR OF THE WEST; Newton, Kan.**
Meets in Odd Fellows' Hall alternate Thursdays, at 7:30 P. M.
Wm. Gilpin, 403 West 5th St. Master
D. W. Moody, 412 West 4th St. Secretary
Chas. S. Druce, L. Box 169 Collector
John M. Kelly, South Main St. Receiver
W. S. Dix, 308 W. 1st St. Magazine Agent
- 341. GOLD RANGE; Donald, B. C.**
Meets in Firemen's Hall every Wednesday.
Arthur Randall Master
A. E. Hilt Secretary
Geo. B. Govett, Box 49 Collector
Thos. B. Clench Receiver
John Simons, Revelstock, B. C. Magazine Agent
- 342. CASCADE; Medicine Hat, North West Terr.**
Meets in Masonic Hall, 2d Wednesday and 4th Thursday.
Burley Wallis, Box 66 Master
James Hawthorne, Box 66 Secretary
William Rutherford, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Leonard Dobbin, Box 66 Magazine Agent
- 343. WHITSETTE; North Danville, Va.**
Meets every Sunday at 2 P. M., in Union Hall.
H. P. Andrews Master
C. B. Coltrane Secretary
Chas. R. Kinsley Collector
Wm. A. Kizziah, Box 21 Receiver
H. P. Andrews Magazine Agent
- 344. BRADSHAW; Columbia, B. C.**
Meets in K. of P. Hall every Sunday at 10:30 A. M.
D. C. Dickert, Box 68 Master
R. D. Morton, Box 68 Secretary
E. J. McMeekin, Box 68 Collector
G. P. Lawrence, Box 68 Receiver
Oscar Land, Box 68 Magazine Agent
- 345. FRONT END; Paris, Texas.**
Meets every Saturday at 8:00 P. M.
W. H. Dickinson, Box 24 Master
J. E. Gerard, Box 24 Secretary
J. E. Gerard, Box 24 Collector
James Lyons, Box 24 Receiver
J. N. Ballew Magazine Agent
- 346. FLOWERY LAND; Pensacola, Fla.**
Meets in Odd Fellows' Hall 1st and 3d Mondays.
F. T. Martin, 107 East Wright St. Master
Jas. E. Buckley, 107 E. Wright St. Secretary
J. W. Chisholm, L. & N. Shops Collector
Jas. I. Sizer, 416 E. Wright St. Receiver
J. W. Chisholm, 1012 E. Laura St. Mag. Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall, 1st, and 3d Thursdays at 7 P. M.

Wm. C. Fadel, Box 314 Master
John Huser, L. Box 585 Secretary
Agustus Falkner Collector
B. S. Williams, L. Box 21 Receiver
C. H. Voris Mag. Agent

348. BLUE MOUNTAIN; LaGrande, Oregon.

Meets in I. O. O. F. Hall 1st and 3d Wednesdays at 7 P. M.

F. G. Schilke, L. Box 37 Master
Chas. Norby Secretary
J. W. Dillinger Collector
John Walker Receiver
F. E. Herr, L. Box 37 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.

H. E. Hamblen, New Durham Master
L. T. Burns, New Durham, N. J. Secretary
L. T. Burns, New Durham, N. J. Collector
Harry Poynton, New Durham, N. J. Receiver
Joe Lewis, New Durham, N. J. Mag. Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.

Joseph B. Hoffman Master
James E. Van Horn Secretary
Christopher Greenwall Collector
Theodore R. Merts Receiver
Levi M. Landis Magazine Agent

351. HOME; White Haven, Pa.

Meets in Runkey's Hall at 2 P. M., 2d and 4th Sundays.

Jas. N. Deterline Master
Edward McNailey Secretary
Amos Flowers Collector
Wm. Wall Receiver
Jas. N. Deterline Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall 1st and 3d Sundays at 1:45 P. M., and 4th Monday at 7:30 P. M.

Chas. E. Preston, Box 148 Master
Geo. E. Prentiss Secretary
G. W. Allen Collector
C. P. Kelley, Box 336 Receiver
Geo. Hobert, Box. 444 Magazine Agent

353. MARBLE CITY; Rutland, Vt.

Meets 1st and 3d Sundays in E. A. U. Hall.

John Grady, No. 8 Pine St. Master
C. F. Whitehouse, 77 River St. Secretary
C. F. Underhill, No. 8 Pine St. Collector
L. B. Johnson, No. 3 Evelyn St. Receiver
Wm. H. Murry, 17 Franklin St. Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall 2d Sundays and 4th Saturdays.

John Hutton, Troy St. and Summit ave., Jersey City, N. J. Master
John Gademan, 7 Nelson ave, Jersey City, N. J. Secretary
Patrick Ash, South Orange, N. J. Collector
Emmons C. Williams, Morristown, N. J., Receiver
John Gademan, 7 Nelson Ave., Jersey City N. J. Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in Switchman's Hall 1st Tuesdays at 7:30 P. M., and 3d Sundays at 2:30 P. M.

W. W. Brooker, 184 S Hickory St. Master
Chris. Nolan, 123 Grover St. Secretary
Harrison McPeck, C., S., F. & C. R. R. Collector
T. F. Hannan, 411 S Desplaces St. Receiver
Chas. O. Bond, care Joliet Mfg Co. Mag. Agent

356. CHAUNCEY M. DEPEW; Albany, New York.

Meets 1st and 3d Tuesdays.

P. S. Dormady, 24 Trinity Place Master
R. J. Lilly, 57 First street Secretary
B. J. Lilly, 57 First street Collector
Scranton E. Sweet Receiver
O. Degroff, 160 Clinton Ave. Magazine Agent

357. JUSTICE; Vanceboro, Maine.

Meets in A. O. U. W. Hall at Vanceboro and Main Streets, 2d and 4th Saturdays.

J. E. Shea Master
Whitfield Nobles Secretary
C. J. Tabor, Woodstock, N. B. Collector
W. E. Dresser Receiver
E. L. Hagerman, Woodstock, N. B. Mag. Agent

358. COOKE; West St. Paul, Minn.

Meets in I. O. O. F. hall, Cor. Fairfield and Dakota Ave., 2d and 4th Sundays, at 2:00 P. M.

F. J. Swanson, C., St. P. & K. C. Master
Round House, Chicago, Ill. Secretary
S. W. Thorp, 84 Fairfield Ave Secretary
H. Perriman, 185 Congress St Collector
P. Denney, C., St. P. & K. C., Round House, Chicago, Ill. Receiver
W. H. Brownson, 230 E. Congress St. Mag. Agent

359. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.

T. M. Brown, E. Lincoln Ave. Master
H. E. Hansen, 730 East Lincoln Ave. Secretary
Chas. Weddle, 522 E. 4th St. Collector
E. R. Dickson, Box 866 Receiver
H. E. Hansen, 730 East Lincoln Ave. Mag. Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall second and last Sundays.

Joe A. Taylor, Room 46, Henry Block, Main St. Master
A. W. Binns, E. High St. Secretary
Elmer E. Leonard, Forest House, E. High St. Collector
A. W. Binns, E. High St. Receiver
S. Roadamer, Forest House, E. High st. Mag. Agent

361. TRIED AND TRUE; Vincennes, Ind.

Meets in K. of H. Hall 1st & 3d Sunday at 2 P. M.

Wm. H. Cunningham, O. & M. shops Master
M. J. Cunningham, O. & M. shops Secretary
Chas. Shermernhorn, O. & M. shops Collector
John H. Kernan, O. & M. shops Receiver
Grant Hill, O. & M. Shops Magazine Agent

362. CATAEACT; Niagara Falls, Ontario.

John Rogers Master
T. Swallow, Suspension Bridge, N. Y. Secretary

J. W. Frances Collector
H. Dickont, Montrose, Ont Receiver
J. W. Francis Magazine Agent

363. METROPOLITAN; New York, N. Y.

Meets at 490 Eighth Ave., 1st and 4th Sunday afternoons.

J. M. Reilly, 204 E. 112 St. Master
Nat. Sawyer, 205 W. 61st St., 2d Flat Secretary
A. W. Eggleston, White Plains, N. Y. Collector
M. J. Lynch, Box 357, White Plains, N. Y. Receiver
M. J. Lynch, Box 357, White Plains, N. Y. Magazine Agent

364. SINGERLY; Philadelphia, Pa.

W. G. Staats, 6311 Woodland ave Master

A. J. Lawton, 1203 Welsh st., Chester, Pa. Secretary
G. W. Gregg, jr., B. & O. Round House, Collector
J. J. Way, 205 Tome St., Baltimore Receiver
E. G. Dennis, 40 W. and Chester ave, Mag. Agent

365. VIOLET; Bellows Falls, Vt.

Meets 1st and 3d Saturday eve., in G. A. R. Hall.

G. C. Farnsworth, Charleston, N. H. Master
A. E. Wells, Box 588 Secretary
F. L. Darling, Windsor, Vt. Collector
A. G. Firman, Windsor, Vt. Receiver
F. E. Keach, 6 High St., Brattleboro, Vt. Magazine Agent

366. HAGERSTOWN; Hagerstown, Md.

Meets in Red Men's hall, Cor. W and P streets, 2d and 4th Sundays.

S. R. Hacker, 537 W. Washington st Master
J. J. Morrow, Shepards town, W. Va. Secretary
S. F. Johnson, 342 W. Washington St. Collector
D. A. Wallace, 20 Salem ave. Receiver
C. L. Mullenix, 47 Foundry St. Mag. Agent

367. MORGAN CRANE; Somerset, Ky.

Meets 1st and 15th of each month, in Engineer's and Firemen's Hall.

George L. Pepper Master
John Dikeman Secretary
Martin B. Conniff Collector
James Ford Receiver
M. J. McCabe Magazine Agent

368. DEEP WATER; Springfield, Mo.

Meets at K. of P. Hall 1st and 3d Mondays.
 B. S. Chinn, 803 W. Elm St. Master
 E. Austin, 808 N. Main St. Secretary
 Chas. Hall, 957 N. Cammel St. Collector
 C. W. Henry, College st, Denton block,
 Rooms 9 and 10 Receiver
 Charles Hall, 957 Camel St. Magazine Agent

369. WALNUT VALLEY; Eldorado, Kan.

Meets in K. of P. Hall 2d and 4th Sundays.
 R. H. Kitzelman Master
 E. S. Mead, Box 422 Secretary
 M. Fitzgerald, Box 185 Collector
 Fred Staley, Box 196 Receiver
 D. W. Hall Magazine Agent

370. NEOSHO VALLEY; Council Grove, Kan.

Meets 1st and 3d Wednesday evenings in A. O.
 U. W. Hall.
 Chas. Torrence Master
 Clarence G. Stone Secretary
 Chas. M. Leeman Collector
 Chas. Torrence Receiver
 J. S. Lowe Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
 G. B. Meck, Box 256 Master
 J. T. Gray, Box 256 Secretary
 Robt. McClain, Box 256 Collector
 John Daudy, Box 256 Receiver
 James T. Gray, Box 256 Mag. Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in Engineer's Hall 1st Wednesday after-
 noon and 3d Wednesday evening.
 R. J. Bible Master
 G. H. Smith Secretary
 S. E. Ord Collector
 Edward Lyons Receiver
 Dennis Ryan, Box 38 Magazine Agent

373. J. T. HABAHAH; Birmingham, Ala.

Meets in Reen Hall, Allen building, Morris Ave.,
 every Sunday at 9 A. M.
 W. F. Young, 1731 Avenue A. Master
 P. A. Webb, Box 30 Secretary
 W. F. Young, 1731 Avenue A. Receiver
 P. A. Webb, Box 30 Collector
 S. L. Hordman Magazine Agent

374. McALLISTER; Herrington, Kan.

Meets in K. P. Hall, 1st and 3d Thursdays at 7:30,
 and 2d and 4th Thursdays at 2 P. M.
 L. Gay Master
 H. S. Smith Secretary
 W. W. Campbell Collector
 H. Magee Receiver

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
 N. W. Rose, 109 La Belle St. Master
 John R. Glynn, 28 Costellow St. Secretary
 John Stevens, 54 Bell St. Collector
 John F. Hoban, 635 E. Second St. Receiver
 John Ryan, 120 Crane St. Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets 1st and 3d Saturdays at 7:30 P. M.
 C. C. Sutherland, L. Box 39 Master
 Wm. Ashworth, L. Box 39 Secretary
 Wm. Ashworth, L. Box 39 Collector
 Thomas Sheahan, L. Box 39 Receiver
 James E. George, L. Box 43 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.

Meets 1st and 3d Wednesdays in A. O. U. W., Hall,
 over City Bank.
 W. H. Johnston, L. Box N Master
 G. M. Brown, L. Box N Secretary
 S. McHaffey Collector
 C. A. Wilcox, Box 301 Receiver
 H. E. Fox Mag. Agent

378. HOLBROOK; Charters, Pa.

Meets every Sunday in Christian Hall, McKees
 Rocks, Pa.
 Geo. James, 406 Henry St., McKees-
 port, Pa. Master
 D. W. Scott, McKees Rocks P. O., Pa. Secretary
 John Alnor, Point Bridge toll house, Collector
 S. S. Pittsburgh, Pa. Receiver
 Frank G. Thomer Receiver
 Elmer E. Lewis, 175 Third avenue, Pitts-
 burg, Pa. Magazine Agent

379. WEAVER; Sayre, Pa.

R. J. Bible Master
 G. H. Smith Secretary
 S. E. Ord Collector
 Wm. E. Preston Receiver
 Archie C. Burr, Box 213 Magazine Agent

380. McKELVEY; Baltimore, Md.

Meets 1st and 3d Sundays in Mechanics Hall, cor-
 ner South Charles St. and Fort Avenue.
 Chas. Priesteryahn, 1100 Bowen st. Master
 C. E. Walsh, 131 S. Charles St. Secretary
 C. W. Gardner, 1631 S. Charles st. Collector
 C. E. Walsh, 207 N. Poppleton St. Receiver
 M. B. Donaldson, 1518 Light St. Mag. Agent

381. J. W. WALKER; Conemaugh, Pa.

Meets every Sunday 1:30P. M. in B. of L. F. Hall.
 J. W. Walker Master
 J. L. Williams Secretary
 Harr. M. McFeaters Collector
 J. C. Hess Receiver
 E. E. Pringle Magazine Agent

382. BETHESDA; Waukesha, Wis.

Meets 1st and 3d Sundays at 2 P. M., in Engi-
 neer's Hall.
 R. A. Hanke Master
 Joseph F. Freenor, Box 900 Secretary
 John M. Dowd Collector
 M. J. Crowley Receiver
 Jno. E. Moore Magazine Agent

383. PETROLEUM; Oil City, Pa.

Meets at C. M. B. Hall on 1st Sunday at 8 P. M.,
 and 3d Monday.
 Thomas Martin Master
 Jno. H. Qui k, Box 330 Secretary
 Allison W. Jude Collector
 John Davis, Box 763 Mag. Agent

384. R. H. WILBUR; Lehigh, Pa.

Meets 2d and 4th Sundays in Reaber's Hall, First
 and Bank Sts.
 Alfred Dreisbach, Weisport, Pa. Master
 Alvin A. Miller, Weisport, Pa. Secretary
 John W. Beaver, Weisport, Pa. Collector
 Alvin Rex, Weisport, Carbon Co., Pa. Receiver
 Jno. J. Walters, Lehigh, Pa. Magazine Agent

385. MOUNTAIN DIVISION; Keyser, W. Va.

Meets 21 and 4th Mondays at 10 A. M. in I. O. O.
 F. Hall.
 M. S. Tucker Master
 John D. Heron Secretary
 John W. Jankey Collector
 Henry Montgomery Receiver
 Frank B. Simmons Magazine Agent

387. RED ROCK; Schrieber, Ontario.

Meets 1st and 3d Sundays in B. of L. F. Hall.
 John Gardiner, C. P. R. Master
 W. H. Wadland, Box 104 Secretary
 Phillip P. McAllen, Box 111 Collector
 Alfred Bible, Box 53 Receiver
 M. E. Hartey, Box 21 Mag. Agent

388. PHIL. H. SHEPIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 170 Reid St., 1st and 3d
 Sundays.
 Thomas Tanner, 334 Barclay St. Master
 John D. Singles, 207 Wisconsin St. Secretary
 Elmer Knapp, 236 Jefferson St. Collector
 Joseph Ennis, 876 Marshall St. Receiver
 Wm. Schaller, 316 Mineral St. Magazine Agent

389. LIVINGSTONE; Chillicothe, Mo.

Meets 2d and 4th Sundays at 2 P. M. in I. O. O. F.
 Hall.
 Edward E. Stockon Master
 E. A. Dix Secretary
 Geo. Zugchwerdt Collector
 Wm. Wood Receiver
 Mike Cunningham Magazine Agent

MISCELLANEOUS DIRECTORY.

Brotherhood of Locomotive Engineers.

P. M. Arthur Grand Chief Engineer
 T. S. Ingraham First Grand Engineer
 Deloss Everett Second Grand Engineer
 H. C. Hays First Grand Assistant Engineer
 * Will meet in twenty-fifth annual convention at
 Richmond, Va., Wednesday, October 17th, 1888.
 GENERAL OFFICES:—Room 5, Blackstone Block,
 Seneca street, Cleveland, Ohio.

Order of Railway Conductors.

C. S. Wheaton Grand Chief Conductor
 Edmund B. Cowan, Assistant Grand Chief Conductor
 Wm. P. Daniels Grand Secretary and Treasurer
 * Will meet in twentieth annual convention at To-
 ronto, Ontario, Tuesday, May 8th, 1888.
 GENERAL OFFICES:—Cedar Rapids, Iowa.

Yard Masters' Mutual Benefit Association.

Edwin M. Carter President, Wilmington, Del
 Thos. G. Gresham First Vice President, Atlanta, Ga
 William Blow Second Vice President, Windsor,
 Ontario.
 Joseph Sanger Grand Secretary and Treasurer,
 Indianapolis, Ind.
 William Baird Corresponding Secretary, Phila-
 delphia, Pa.
 * Will meet in fourteenth annual convention at
 Richmond, Va., Wednesday, June 13th, 1888.

Brotherhood of Railroad Brakemen.

S. E. Wilkinson Grand Master, Galesburg, Ill
 W. G. Edens Vice Grand Master, Bucyrus, Ohio
 Ed. F. O'Shea Grand Secretary and Treasurer,
 Galesburg, Ill.
 L. C. Foster, Jr. Grand Organizer and Instructor,
 Ithica, N. Y.
 Will meet in fifth annual convention at Columbus,
 Ohio, Monday, October 15th, 1888.
 GENERAL OFFICES:—Galesburg, Ill.

Switchmen's Mutual Aid Association.

James L. Monaghan Grand Master
 Frank Sweeney Vice Grand Master
 James L. Monaghan Grand Organizer and In-
 structor.
 Wm. A. Simsrott Grand Secretary and Treasurer
 Will meet in third annual convention at St. Louis,
 Mo., Thursday, September 20th, 1888.
 GENERAL OFFICES:—Room 19, No. 164 Washington
 street, Chicago, Ill.

LADIES' SOCIETIES B. OF L. F.

- 1. GOOD ENDEAVOR; Stratford, Ontario.**
 Meets 1st and 3d Wednesdays.
 Mrs. E. A. Ball President
 Mrs. M. Tuxton Vice President
 Mrs. W. E. Brooker Secretary
 Mrs. G. Nursey Treasurer
- 2. LADIES' AID; Phillipsburg, N. J.**
 Meets first Sunday in each month at 2:30 P. M.,
 Grinner's Hall.
 Mrs. C. Wilson President
 Mrs. R. Hill Vice President
 Mrs. M. Teel Secretary
 Mrs. T. Roseberry Treasurer
- 3. PROGRESSIVE; Grand Rapids, Mich.**
 Meets every four weeks, at No. 13 Wenham ave-
 nue, at 2:00 P. M.
 Mrs. E. A. Geary, 40 Ninth avenue President
 Mrs. T. Haley, 425 4th ave. Vice President
 Mrs. H. W. Norris, 59 River avenue Secretary
 Mrs. G. P. Downey, 13 Wenham ave. Treasurer
- 4. HARMONY; St. Louis, Mo.**
 Meets every two weeks.
 Miss Ella Van Horn President
 Miss Laura Van Horn Vice President
 Mrs. C. E. Amos, 2346 Mullanphy St. Secretary
 Miss Sophia Lullman Treasurer

- 6. HALLSTEAD; Hallstead, Pa.**
 Mrs. Wm. Oswald President
 Mrs. A. M. Sikes Vice President
 Mrs. J. H. Moran Secretary
 Mrs. Frank J. May Treasurer
- 7. J. J. LANNON; Susquehanna, Pa.**
 Mrs. Chas. Anderson President
 Mrs. John Keyes Vice President
 Mrs. M. Keme Secretary
 Mrs. J. J. Lannon Treasurer
- 8. FRIENDLY; Garrett, Ind.**
 Meets in Firemen's Hall, alternate Fridays at 2 P. M.
 Mrs. M. E. Stoner President
 Mrs. Mary Cunningham Vice President
 Miss Cora Smith, Box 169 Secretary
 Mrs. Lizzie Abrams Treasurer
- 9. WELCOME; Philadelphia, Pa.**
 Meets 1st and 3d Mondays in each month.
 Mrs. James French President
 Mrs. Paul Walker Vice President
 Mrs. Howard Reeder Secretary
 Mrs. Chas. Henk Treasurer

JAROS HYGIENIC UNDERWEAR, WOOL FLEECE, KNIT. PATENTS.

Especially Valuable for Railroadmen!

ACKNOWLEDGED
BEST PROTECTION
 TO THE BODY IN
 COLD AND CHANGEABLE CLIMATES

RECOMMENDED BY MEDICAL
 AUTHORITIES in cases of Rheu-
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 Pulmonary Troubles, Bron-
 chitis, etc.

E. H. SARGENT, G. M., J. J. HANNAHAN,
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 have fully tested the SPECIAL FEAT-
 URES with PERFECT SATISFACTION.

Among many REPORTS and ENDORSE-
 MENTS of SPECIAL INTEREST for RAIL-
 WAYMEN are those from
 Quartermaster Gen'l's Dept., U. S. A.
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 " Missouri Pacific R. R. Co.
 " Chicago City Ry Co.
 Gen'l Western Pass. Agent, Illinois
 Central R. R.
 Police and Fire Dept's: Chicago,
 St. Louis, Detroit, Minneapolis, St.
 Paul, Omaha, etc.

FOR REPORTS and SPECIAL CON-
 TRACT TERMS to BROTHERHOOD LOCO-
 MOTIVE FIREMEN, INQUIRE of YOUR
 SECRETARY OF LODGE, OR ADDRESS:

JAROS HYGIENIC UNDERWEAR CO.,
 267 & 269 Franklin Street,
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HOW A MARRIED WOMAN GOES TO SLEEP (wearing nothing), and 15 new
 choice pieces of Prose and Poetry for 10 cents "Gay Life in the West," and
 100 other choice Glee 10 cents. SUPPLY CO., 46 LaSalle Street, CHICAGO.

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PRINTERS AND BOOK MAKERS,
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Special Attention given to fine Party and Wed-
 ding Work. Correct Styles.

The Following Circular Speaks for Itself.

TO WATCH DEALERS.

OFFICE OF
ROBBINS & APPLETON
104 State Street. CHICAGO.

Our attention having been called to the numerous complaints of watches becoming unreliable as time-keepers through *Magnetic and Electric* influences, and as the causes thereof increase with the introduction of *Electric Plants and Appliances*, some means of protection is necessary. It has been demonstrated by experimental and practical tests that the

ANTI-MAGNETIC SHIELD

will protect a watch from the detrimental effects of *Magnetism*, and also has the effect of steadying its rate, thereby enabling all watches to produce a better average of time; we therefore recommend the **ANTI-MAGNETIC SHIELD** to all Dealers in *Waltham Watches*.

Some of the most imminent dangers which are destructive to the time-keeping qualities of a watch, and therefore should be provided against, in order to obtain the best results, are *Electric Railways, Dynamos, Electric Light Plants, Electric Motors, Magnetic Bells, The Application of Electricity in Medical Treatment, Electric Brakes on Railways, Locomotive Electric Headlights, Electric Lighting of Cars*, and other disturbing conditions, which are constantly arising when least expected.

MEN IN RAILROAD EMPLOY, where the most accurate time is required, and where the disturbing influences mentioned above are most seriously felt and aggravated by the peculiar condition of *Railway Service*, should exercise wisdom, and have their watches protected by the *Anti-Magnetic Shield*.

Yours Respectfully,

By **ROBBINS & APPLETON**, General Agents.

AMERICAN WALTHAM WATCH CO.

Anti-Magnetic Shield Cases for sale by all Dealers.

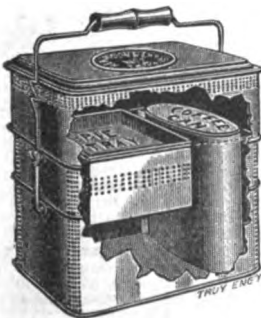
Messrs. **Giles, Bro. & Co.**

CLEVELAND, OHIO, July 22, 1887.

GENTLEMEN:—I am acquainted with the merits of the **GILES ANTI-MAGNETIC SHIELD** for watches, and believe it is a very valuable invention for protection of pocket time-pieces, and very desirable for railway service,

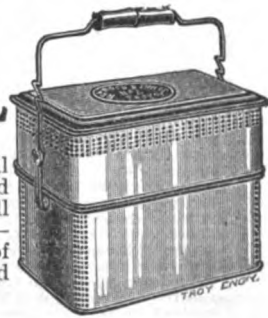
Yours Truly,
(Signed,)

P. M. ARTHUR, G. C. E.
T. S. INGRAHAM, F. G. E.
H. C. HAYS, F. G. A. E.



Railroad Square Patent VENTILATED DINNER PAIL

This cut shows our Ventilated Pail with its telescopic top, lock handle and large coffee flask. As this Pail will keep cooked food fresh a long time—is of large capacity and well made of good tin, every railroad man will find it the best Pail made for his use.



For Sale Everywhere, or Apply to

REARDON & ENNIS,

Sole Manufacturers, Troy, New York.

—SMOKE—

GRAND CHIEF BROTHERHOOD OF LOCOMOTIVE FIREMEN CIGARS!

THE BEST 5 CENT CIGAR EVER MADE,

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Grand Chief Brotherhood of Locomotive Engineers Cigars.

THE FINEST 10 CENT CIGARS ON THE MARKET

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 Pratt Bros., Oneonta, N. Y.
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 E. Mergel, Fort Wayne, Ind.
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 Holmes & Keeler, Norwalk, Conn.
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 Johnson, Hogan & Co., Houston, Texas.
 Dunning & Sumner, Madison, Wis.
 Bradley & Lee, New Haven, Conn.
 W. O. Peoples, Chattanooga, Tenn.
 Wyly & Greene, Atlanta, Ga.
 Smith & Durham, Charlotte, N. C.
 Wackerbarth & Joseph, New Orleans, La.
 H. Khrenberg, Little Rock, Ark.
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To the BROTHERHOODS OF LOCOMOTIVE FIREMEN AND ENGINEERS:

The sum of Five Hundred (\$500.00) Dollars has been paid by us into the Treasury of the Grand Lodge of the Brotherhood of Locomotive Firemen, as royalty upon the sale of GRAND CHIEF Cigars, of which due acknowledgment has been made by the Grand Lodge, and in consideration of which our cigars have been endorsed and are now recommended to all members of the Order who desire to smoke a first-class cigar and at the same time contribute to the general fund of the Grand Lodge. Members of the Order should bear in mind that the Brotherhood receives a royalty upon the sale of all Grand Chief Cigars, and hence the larger the sales the greater the royalty. Every member is, therefore, invited to interest himself in the sale of the above brand of cigars and thereby contribute to the financial standing of the Grand Lodge and the Brotherhood at large.

These two brands of Cigars have been presented and tested by both Brotherhoods, at their respective conventions at New York and Minneapolis, and have received their Endorsement and Approval on both occasions, and are Guaranteed by the manufacturers to be the best Cigars on the market. The manufacturers also guarantee to keep these two Brands up to their present Standard quality at all time to come, and by so doing, hope to receive the liberal patronage of the two Brotherhoods they are named after, and also their recommendations to their many friends who are in want of a GOOD CIGAR.

No Cigars are genuine unless each box has the photograph of P. M. Arthur or F. W. Arnold on the inside label and on the outside end of each box. Retail dealers should order from their nearest Wholesale Agent and if they refuse to get the cigars for them we will ship direct to the Retailer.

BRAVO & KEYES, Manufacturers,**BINGHAMPTON, N.**

A FEW DESIGNS OF

J. S. TOWNSEND'S - COPYRIGHTED - RAILROAD - EMBLEMS.

CHARMS.



No. 010. B. L. E.
Engraved, \$11.00.
Set with 5 Garnets, \$12.00.



No. 012. B. L. F.
Engraved, \$11.00.
Engraved, with 3
Garnets, \$12.00.



No. 015. O. R. C.
Engraved, \$11.00.
Engraved, set with
5 Garnets, \$12.00.



No. 013. B. L. F.
Engraved, \$10.00.
Engraved, set
with 3 Garnets,
\$11.00.



No. 011. B. L. E.
Engraved \$10.00
Set with 5 Garnets, \$11.00.

PINS.



No. 037. B. L. F.
Enameled, \$6.00.
Enameled set with
5 diamonds, \$14.00.



No. 029. B. L. F.
\$3.00



No. 027. B. L. E.
\$3.00.



No. 036. B. L. E.
Roman Gold
Chased, \$6.00.



No. 034. B. L. E.
Enameled, \$7.00.
Enameled, with 5
Ruby Garnets,
\$11.00



No. 035. B. L. E.
Roman Gold
Chased, \$6.00.



No. 025.
B. L. F. \$2.00.

RINGS.



No. 018. Oval Black
Onyx Top, encrusted
Gold Emblem, \$9.00.



No. 022. Very Heavy,
Letters Black Ena-
meled, \$12.00. Can be
made with any initials.

EAR-RINGS.



No. 048, \$6.00 per pair.

Catalogue containing full description of all these goods and several thousand illustrations of handsomest designs in Watches, Jewelry, etc., furnished on application. We are headquarters for emblems of all kinds and original designers of the majority of railway badges manufactured in this country. Send for particulars of our new "CO-OPERATIVE WATCH CLUB" system.

We guarantee our goods and assure our customers of lowest wholesale prices at all times. As to our responsibility, etc., can refer to Messrs. F. P. Sargent, E. V. Debs, J. J. Hannahan and First National Bank of Chicago.

J. S. TOWNSEND,

1554 WABASH AVE.

CHICAGO, ILL.



The James Means Shoes are exceedingly popular among railroad men. You may often hear them talking to each other about them, and boasting of how long they can make them last.

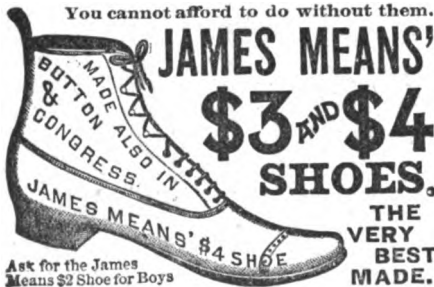
Ask your retailer for the
JAMES MEANS
 ✱\$4✱ SHOE✱
 OR THE
JAMES MEANS
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—According to Your Needs.—

CAUTION.—Positively none genuine unless our name and price appear plainly on the soles. Some dealers, in order to make larger profit, will recommend the inferior goods with which the market is flooded. **JAMES MEANS' \$4 SHOE** is light and stylish. It fits like a stocking and REQUIRES NO "BREAKING IN," being perfectly easy the first time it is worn.



The Doctor and the Letter-carrier are not talking about a case of serious illness. They have simply suspended work to discuss the merits of their shoes. The Letter-carrier says the James Means \$3 Shoe is the best in the world. The doctor denies it, and says that the James Means \$4 Shoe is better. Considering the needs of each, they are both right.



Ask for the James Means \$2 Shoe for Boys

A PAIR OF SHOES COSTING TEN DOLLARS is a good thing, but a pair of **James Means' \$4 Shoes** and six extra dollars in your pocket are better. These **Shoes** are sold by wide-awake retailers in all parts of the country.

It will satisfy the most fastidious as it is in every vital respect equal to the hand-sewed shoes

which have hitherto been retailed at \$7 and \$8



We have a large trade with the soldiers of the United States Regular Army. They certainly would not buy the James Means Shoes as largely as they do if they had not found them unsurpassed in merit.



The Letter-carrier and the Policeman find the James Means Shoes just what they need. Their opinions are valuable, for they put their shoes to a most severe test.

JAMES MEANS' \$3 SHOE

Is the original \$3 Shoe, and is absolutely the only shoe of its price which has ever been placed extensively on the market in which durability is considered before mere outward appearance. These shoes are sold by the best retailers throughout the United States, and we will place them easily within your reach in any state or territory if you will send us a postal card, mentioning this magazine.

James Means & Co

41 Lincoln Street,

—BOSTON, MASS.—



This Pedestrian is all ready for another tramp over the mountains. With a new pair of sole taps a cobbler can usually make an old pair of James Means \$3 Shoes just as good as new.

BAKER'S



TRIPOLINE

The Best and Cheapest **METAL POLISH** in the world for railroad, marine, stationary or fire engine work, (hot or cold) large signs, railings and other solid metals. Highly endorsed and in use by the U. S. Ordnance and Navy Departments, the leading stationary engineers, Fire Departments, Water Works and Electric Light Co's., also adopted by over thirty of the leading Railroad Companies.

Three Splendid Watches Given Away.

SPECIAL ANNOUNCEMENT TO R. R. FIREMEN.

The **MATCHLESS METAL POLISH CO.** announce to the firemen who are acting as, or desirous of acting as agents for the sale of **BAKER'S TRIPOLINE**, that the sales have been so satisfactory the past year on the merits of the Polish, that, in order to inspire renewed and increased effort to more extensively introduce and increase the sales of this "Best of all Metal Polishes," they will give to the three firemen who sell the greatest number of pound boxes, from July 1st to January 1st, next, Three Splendid Railroad Watches, purchased from one of the oldest and most reliable jewelry firms in Chicago, (Waltham or Elgin make) under their twenty year guarantee as A 1 timers, and especially adapted to the use of railroad firemen.

A correct account of sales of each fireman acting as agent will be kept, and award made and announced in next January number of the Magazine. Should the successful three or either of them desire Polish in lieu of the Watch, we will give for

1st PRIZE,	150	1-lb	boxes	Tripoline.
2nd "	100	"	"	"
3rd "	60	"	"	"

We will also make the price from July 1st, \$2.40 instead of \$2.50 per dozen, which retail here at 40 cents each. On orders of 6 dozen and over to be sent by freight, will allow \$1.00 discount, and on orders of 12 dozen and over a discount of \$2.00, which will, in most cases, more than cover freight.

Cash must always accompany orders, to avoid delays and mistakes.

Address,

The MATCHLESS METAL POLISH CO.,

88 Market Street, Chicago, Ill.

N. B. We cannot accept but one Agent in same locality.

The most economical and stylish Watch Case a railroad man can buy is a **James Boss Filled Gold Case**. A solid gold Case for an 18 size movement to be of service should be 14-K. gold and weigh, if a Hunting Case, at least 60 pennyweights. Such a Case will cost, in round numbers, \$60.00. A James Boss Case, warranted to wear for twenty years, will only cost you about \$25.00, and for elegance of appearance is in every way the equal of a solid gold one, and for downright strength and service a better Case. In this way you save \$35.00, which, if put at compound interest at 6 per cent. for twenty years, would amount to \$112.00, money enough to buy a new watch for self, wife and two or three children. We make the choicest solid gold Cases manufactured if you desire one, and only present the above figures for consideration.

KEYSTONE WATCH CASE COMPANY,

19th and Brown Sts., PHILADELPHIA.

12 Maiden Lane, NEW YORK.

104 State St., CHICAGO.

CAUTION.—This Company manufactures CASES ONLY, and has NO CONNECTION WHATEVER with any other concern of similar name.

To be sure you get OUR CASE, see that it contains this trade mark.



LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XII.

DECEMBER 1888.

No. 12.

THE MAGAZINE'S FAREWELL TO 1888.

THE LOCOMOTIVE FIREMEN'S MAGAZINE, though young in years,
Now, that it must say farewell to good old '88,
Does not propose to wring its hands, nor shed a sea of tears,
Because Old Time will not his rapid pace abate.
It is in love with the grand Old Year, as it will relate,
For various valid and convincing reasons,

Too numerous in one stanza to relate ;
Among them, seed time and harvest, and the seasons
In their order, with only an average of what the world calls besoms.

There have been earthquakes, fires, floods and the like,
In which philosophers fail to discover the hidden good,
Not to mention the memorable C., B. & Q. strike,
Testing the courage and resources of the Firemen's Brotherhood.
But, as in heroic defiance, the noble men have stood
In the presence of the world, they have naught to fear ;
They stood for their rights, as brave men ever should,
And of all the records borne away by the dying year,
None on celestial tablets brighter will appear.

It is deemed a pretty fancy to suppose
That a year, twelve months old, is irresolute and weak ;
That he hasn't the strength required to blow his nose,
Or do anything but to "kick the bucket," so to speak ;
That he has grown weary of the world, and as meek
As a sheep about to lose its fleece or its life,
When, in fact, he is as determined as a Roman or a Greek,
When for the mastery they waged a bloody strife
To triumph o'er decay, regardless of battle-axe or knife.

In poetic phrase, there may be wrinkles on the face
Of the Old Year, and his extremities may be cold,
But those who are familiar with the record of his race,
Would admit no obligation for being told
That the years grow gentle as they grow old.
Though such may be the case south of the equator,
When in December the inhabitants behold,
A season just suited to the festive alligator,
At least such is the story of many a renowned relater.

It may be just to mention, in these latitudes
The year has a beginning and an ending,
In which he is not distinguished for conferring beatitudes,
Or in any special way befriending
The poor. Nor is he in the habit of sending
Them food and raiment, to mitigate their sorrows,
And no matter what his store, he's opposed to lending
His treasures ; and though surrounded by famine's horrors,
His motto is "spot cash ;" he takes no stock in to-morrows.

He points to the bee, which in all the sunny hours
 From April to November, toiling wings its way,
 And in fields and forests visits all the flowers,
 To gather in his store, that when a stormy day
 Shall come, or when old winter holds icy sway,
 And the drones are dying, because they would not heed
 The voice of wisdom, preferring idleness and play,
 The industrious bee eats with well-earned greed
 His sweetened bread, nor cares for all the sluggish breed.

For those who wail o'er hours and days misspent
 The Old Year's voice has no sympathetic tone,
 Indeed, he cares not how idlers may relent,
 His Arctic breath will freeze through to the bone
 The victims of his wrath, found within the zone
 Of ice and snow, and the fierce blizzards sweep,
 Nor will he listen to prayer or groan
 When the stiff'ning chill over them doth creep,
 And their winkless eyes are closing in death's dreamless sleep.

The Old Year keeps open for all a pond'rous book,
 Where deeply engraven, as with an iron pen,
 Are the thoughts and deeds of all; into it all may look,
 And as they read, may ponder, and if then
 They do not grow wiser, and, therefore, better men,
 They are beyond redemption. They will never learn
 In any school, and lamenting o'er "what might have been,"
 Where'er upon the world with troubled gaze they turn,
 They'll behold their blasted hopes in many a mouldering urn.

The Old Year has chronicled many deaths and births,
 There has been a large demand for cradles and for biers,
 And if there have been moanings there have also been mirths,
 And the world has had its joys as well as its tears.
 In such things '88 is no exception to the years,
 Of all the centuries, since the forbidden fruit
 Filled the world with sorrows, woes and fears,
 Because Eve, finding Adam far from astute,
 Took a bite of the apple and Adam followed suit.

The FIREMEN'S MAGAZINE, the organ of the Order
 Of Locomotive Firemen, laying all complaints aside,
 Congratulates old '88, and now that he's on the border
 Of the stream, which doth vividly divide
 The past from the present, and into whose whirling tide
 He must soon disappear, asks him to tell the boys on the other shore
 That the Brotherhood they loved in its prosperous pride,
 Has about four hundred Lodges, and that at least a hundred more,
 When '88 hands in his checks, will be added to the score.

The MAGAZINE to the Old Year says, "Farewell,"
 And this it does with the kindest consideration,
 Hoping as it meets the Brothers gone, it won't forget to tell
 Them that in the future Brotherhood federation
 When grievances demand serious deliberation,
 Will exact from employers justice and fair wages,
 And such arguments and manly desideration,
 Will command success, such as in all the ages
 Never gladdened working men, or astonished the sages.

In coming years, 'twill be agreeable to mention,
 As the gulf of time widens between
 The present and the future, and at each biennial convention
 The splendid advances made by the MAGAZINE
 In influence and power, and it will be seen
 That coming years, like '88, and their months go waltzing by,
 Will welcome in princely style and flattering esteem
 The organ of the Brotherhood, whose clarion battle cry
 Is for Labor's emancipation. And, now, Old Year—Good Bye!

Locomotive Firemen's Magazine

A MONTHLY MAGAZINE devoted to the interests
of LOCOMOTIVE ENGINEERS.

TERMS—ONE DOLLAR PER YEAR, IN ADVANCE.

EUGENE V. DEBS, *Editor and Manager*

DECEMBER, 1888.

FATAL FALLACIES.

It has been the purpose of this *Magazine* to call things by their right names. A word is the sign of an idea—or should be. Webster says a “word is the spoken sign of a conception or idea.” The purpose of lexicographers is to find out the correct “conception or idea” of which a word is the sign. It is prudent to be particular. We are discussing fatal fallacies. Some words are more important than others. Taking a full survey of the vocabulary field, we conjecture, all things considered, that the term LABOR has a significance high in the list. Efforts have been made to dwarf it. It has been stigmatized. We hear men, statesmen (?), politicians, political economists, lawyers, clergymen, philanthropists, men claiming scholarly attainments, talk about “pauper labor.” Manifestly a pauper is a “poor person,” “especially, one so indigent as to depend upon charity,” but “pauper labor” is a misnomer. Paupers do not work, do not labor. Paupers are supported by men who do work. Labor supports all the paupers of the country—as it does everything else.

The crowned heads of the earth are paupers, they live off the products of labor. The term “pauper” ought never to be applied to a laboring man, the beaded sweat on his sun-browned or toil-wrinkled brow should forever exempt him from the stigma of pauper. He does not ask for charity. He is not a burden upon society. He may be the victim of oppression, he may be robbed and degraded, but he is not a pauper; on the contrary, the kings, the aristocrats, the trusts, the monopolies that crush him, grow rich and fat

by their robberies from his limited resources.

But of late it has become common to speak of labor as “a commodity,” and we find the following in a labor paper of recent date:

That labor is a commodity, and sells in the market as such, the prices being governed by quality, supply and demand, is a proposition so well understood that no one but a knave, a fool or a demagogue will attempt to dispute or controvert it. And as the first two are the chief ingredients in the composition of the demagogue we might say that no one would dispute the proposition but a knave or a fool. That it should be different, no one with a particle of love or sympathy for his fellows will dispute; but as long as labor is subject to existing conditions it must be considered a commodity. Only through coöperation can it be made anything else. If this is not true why is it that wages differ so greatly in different States of the Union? And differ widely in the same locality at different periods?

We ask for the foregoing a careful perusal because it has found its way to the eyes of a large number of laboring men. To poison thought at the fountain head of the stream, we regard as a far more reprehensible proceeding than to throw in the deadly drug where the current is wider, deeper and stronger. The quotation we have used is fatal enough anywhere, but to send it to a workingman's home to be perused by his wife and children is an exhibition of such stupendous stupidity as to defy exaggeration.

We are told that “labor is a commodity and sells in the market as such.” This extraordinary declaration brings into prominence the words, “labor,” “commodity,” and “sells.”

What “conception or idea” is the word “labor” a sign of? Webster says, “physical toil or bodily exertion,” “hard, muscular effort directed to some useful end.” The great lexicographer nowhere says “labor is a commodity.” Nor has any English or American lexicographer or philologist ever intimated that labor is a “commodity.” The highest authority says the “word labor comes from the Latin *labo*, to falter, to faint, because labor causes faintness.” Certainly if labor were a “commodity” it would not faint. It

would not become weary—become hungry and thirsty, starve and die. Commodities do not get married, have children and homes. A commodity does not have high ambitions to better its condition. It does not laugh and weep. But what is a commodity? Webster says it includes "everything movable that is bought and sold—goods, wares, merchandise, produce of land and manufactures," etc. "But," says a writer of distinction, "the terms commodity, goods, wares, merchandise agree in expressing articles of trade under various circumstances. A country has its commodities, a shopkeeper his goods, a merchant his merchandise and a manufacturer his wares." It is nowhere hinted that labor is a "commodity" to be bought and sold, like hides and hair and hemp, bacon and beef, coal and codfish, timber and tar, pig iron and pig lead, guano and gutta percha. In a word, labor is not, never was, and can never be a commodity.

But the writer we have quoted says labor "sells in the market" as a commodity. Webster says to sell is to transfer to another, to give up for a consideration, to dispose of in return for something, especially for money. Sell is correlative to buy, as one party buys what the other sells." And to buy is "to acquire the property, right or title to, by paying a consideration or an equivalent, usually in money."

It is not surprising that some men regard labor as a "commodity" to be bought and sold in the market as a "raw material," goods, merchandise and wares of any and every description, and hence, we hear of the "labor market" as we do of the "horse and mule market," the "wool market," the "cattle market," etc.

There was a time in the United States when we had a "slave market," slave blocks, where labor and the laborer were sold because they are inseparable. There were slave pens, where the laborer was corralled, awaiting a purchaser, and in those dark days of our country laborers were regarded as chattels, probably as a commodity,

but the conception, the idea was false, and as a result the echo of Sumpter's gun had not ceased reverberating, had not died away until the slave had become a freeman. The block, the pen, the market disappeared and the "commodity," the "chattel" expanded to the citizen, and now the people *hire* labor—they do not buy and sell labor.

Now, we submit that the word "hire" is the sign of the correct conception or idea when discussing the employment of laborers. "To hire," says Webster, "is to engage in service for a stipulated reward, to contract with for wages." When a man buys he obtains a title to the thing bought, he takes possession, owns and controls it. This was the case in slave times when a man bought a negro—he got a title to him, took possession of him. The slave had no reserved rights. Not so now when he hires the negro. The distinction is sharply defined, the difference is as wide as that between slavery and freedom.

But the writer from whom we have quoted says labor is a "commodity and sells in the market as such." Certainly if labor is a commodity to be bought and sold, there must be a "market" somewhere where it is bought and sold. Now, a market, according to Webster, is "a public place in a city or town where produce or cattle are exposed to sale," and if there is a labor market those who visit it find labor, and necessarily laborers, exposed to sale, as "cattle and provisions." We doubt if laboring men of intelligence and independence fall in with such theories, or adopt such fatal fallacies. The man who in this age of the world attempts to educate workingmen into the belief that labor is a commodity that is bought and sold "in the market as such," may not be a "knave," or a "fool" in the most odious sense of such terms. We should incline to the opinion that he is incurably insane, or that he is totally ignorant of the meaning of words, and therefore disqualified to give instructions upon labor topics.

We are not disposed to apply epithets to the writer from whom we have

quoted. His sins are by no means peculiar to him. He only clumsily repeats what the enemies of labor have said often in their efforts to create public opinion hostile to laboring men and in which they have made too much headway for the good of society. If labor is a commodity, what is a laboring man? If labor is bought and sold in the market like cattle and provisions, and its price is regulated solely by supply and demand, why may not employers treat labor and the laborer as the owners of the Pennsylvania mines treat their miners, or, as the managers of the C., B. & Q., treat their employes? If the "commodity" becomes restive and attempts to revolt because the price for which it was sold in the market does not give it sufficient food, clothing and shelter, why not call in the Pinkertons to quiet it with bullets and bayonets? Look at it as we may the terms "commodity," "buy" and "sell," when applied to labor are degrading, and ought never to be used in the discussion of labor in any of its relations to the body politic, social, financial or industrial.

The writer we have quoted concludes that labor is a commodity under "existing conditions" and that "only through coöperation can it be made anything else." What else can it be made? Is coöperation to close the "market" and put an end to the selling? Is coöperation to remove the "supply and demand" basis of wages? All hail coöperation, anything that will eliminate from the discussion such fatal fallacies as that labor is a "commodity," that it is bought and sold in the market like cattle and provisions, fertilizers and fish, leather and liquors will be a gain of large consequence. It will be educating up instead of down.

To know that the occupation of the "knave," the "fool" and the "demagogue," as writers upon labor questions is gone forever, will be hailed with thanksgiving by those who fight fatal fallacies in such discussions. When that time comes we shall hear no more about the "market" where labor "sells,"

where it is bought and sold as a commodity. Then labor, the fashioning, building, preserving and enriching force of the world, will have its champions in high executive and judicial positions and its voice will be heard where men deliberate for the welfare and glory of the country. Then labor will have its equitable share of the wealth it creates, and hovels will give place to beautiful homes, men will cease to be overworked and underpaid, society will be secure and the nation prosperous. The good time is coming. Labor is organizing, labor is federating. Workingmen have their press, their books, their libraries, their lodges. Good seed is being sown, it is taking root in good ground, the harvest is to be abundant, and when the toilers, united harmoniously, with voices attuned to victory, join in the harvest-home shout, the world will listen to music such as has not been heard since the morning stars sang together and all the sons of God shouted for joy.

STRIKES.

In a recent issue of the Brookfield, Mo., *Argus*, appears an editorial article on strikes, in which the writer bemoans the fate of workingmen, who, faithful to their allegiance, sometimes strike, because an injustice has been done one or more of the men who are associated with them in a union or a brotherhood.

The editor of the *Argus* wails like a north wind around the corner of a pig-pen, and sobs like a squeezed sponge over the fate of workingmen's wives and children, whose husbands and fathers strike, rather than submit to degradation, and crawl in the dust on their bellies at the feet of those who insult and oppress them.

The Brookfield paper is not an *Argus*. It has not a hundred eyes. It don't seem to have even one good eye. Its vision is defective. It should be called the *Bat* or the *Owl*, though such titles would be doing injustice to the leather-winged and hooting curiosities, which subsist on beetles and mice, for they

have the good sense, possibly instinct, not to make themselves offensive during daylight, not even to birds of better feather.

The editor of the *Argus*, alias the *Bat*, reminds one of a poll parrot or a split-tongued crow, taught to repeat words and expressions, and which, regardless of occasions and proprieties, let slip their acquirements. Listen to the Brookfield *Argus*. It says: "Strikes have entailed more suffering upon our working classes than any other visitation not sent direct from heaven."

What are the "visitations sent direct from heaven" that have entailed as much or more suffering upon "our working classes" than strikes? The *Argus* don't name the heavenly visitations. "Our working classes," we guess, would like to have the heavenly visitations that cause them suffering enumerated. Are they earthquakes, cyclones, tornadoes, fires, famines, overflows, droughts, pestilences, panics, embezzlements, cornering food products, robbing savings banks, watering stocks, forming trusts and monopolies, cutting down wages and importing cheap labor, etc., to the end of the chapter? We suppose the *Argus*, if it has a hundred eyes, or one eye or the half of an eye, could tell the "working classes," what are the visitations sent "direct from heaven" that cause them as much or more suffering than strikes.

The idiotic gabble of the Brookfield *Argus*, alias *Owl*, would be totally unworthy of notice, were it not for the fact that in a great majority of cases, the press, from motives which bear the stamp of subsidy, studiously ignores the devilish wrongs which underlie strikes—wrongings which, if not antagonized or extirpated, are as certain to lead to squalid poverty and the enslavement which is born of degradation, as that light is the opposite of darkness.

Admitting that strikes are calamitous, the same is true of wars. Indeed, a strike is war—and just here, arises the question, should a nation go

to war for a wrong done one of its citizens? If it would not put forth all its power to redress such a wrong, it deserves and is certain to receive the contempt of nations and the execrations of its own citizens. Its flag symbolizes cowardice, a pusillanimity, a poltroonery, which defies exaggeration.

Let any nation, worthy of recognition, learn that one of the humblest of its citizens has been wronged by another nation, and redress is speedily demanded. A correspondence is at once begun. The history of the case is obtained, every fact is brought out. This done, and the facts being established that a wrong has been perpetrated, redress is demanded. Preceding extreme measures, there will be negotiations, offers of concessions and compromises to secure a just settlement, and finally offers will be made to arbitrate—but, failing in their efforts, there will be a declaration of war, and such wars are righteous wars. They are avoidable only by debasement, degradation and enslavement, than which annihilation is preferable. They bring calamities, famine and pestilence, death and desolation, widows and orphans; but, while wrongs are perpetrated and the right has a champion, there will be wars. It is then, when strikes are inevitable if degradation would be avoided, that labor unions and brotherhoods are lampooned and all the resources of vituperative malice is heaped upon them.

What is wanted is not lamentations over strikes, but that a righteous indignation should everywhere be aroused, on account of the cursed causes which lead inevitably to strikes. Defend the wrong, apologize for it, perpetuate it, and as certain as rivers flow to the sea, there will be ceaseless disturbances. The men who denounce strikes, and are silent about the wrongs that produce strikes, would, in time of pestilence, denounce a sanitary committee, who would compel the removal of nuisances that originated and continued the scourge; they would lament the effects of

malaria but remain silent when its victims demanded the draining of the bog in which the poison was germinated and from which it went forth on its death dealing mission.

Labor unions and brotherhoods are not organized for strikes any more than governments are instituted for war. But labor unions have striking powers just as governments have war powers, and it requires no argument to demonstrate, if such powers are surrendered, the result will be degradation and enslavement. Labor unions like governments, ought not to tolerate wrongs inflicted upon their members—nor will they remain supine when injustice is perpetrated, unless they are willing to accept degradation and enslavement, and this is just what the editor of the Brookfield, Mo., *Argus* would have labor unions and brotherhoods accept, and in doing this he but echoes the hootings of a press found in almost every community, which howls like paid mourners at a funeral, over the sacrifices strikers heroically endure, but has never a word denouncing the wrongs and crimes which occasion strikes.

THE O. R. C.

This *Magazine*, in the past, has taken occasion to speak in terms of praise of the Order of Railway Conductors, of its officers and membership. As an order of railway employes, we have entertained towards its membership sentiments of comradeship embodying a large ingredient of fraternal fellowship, and this, without boasting, we can say has guided our utterances when speaking of labor organizations, generally, and especially when referring to Brotherhoods of railway employes. The Brotherhood of Locomotive Firemen cherishes for such organizations feelings not fully expressed in the term friendship. They include deep solicitude for their growth, prosperity and influence, and the pages of this *Magazine* bear irrefutable proof, that as the organ of the B. of L. F., it has voiced a purpose to cultivate

such relations of amity as would be promotive of the welfare of all. But we surmise that some members of the O. R. C. just here, will enter a wild protest, and ejaculate some of the common phrases in vogue, indicative of a want of faith in our declarations, such as "pshaw," "fiddlesticks," etc. We regard such things as quite natural. They are not denials; if they were, we could quote the record we have made. When the Order of Railway Conductors was younger than at present, it inspired hopes which if they have not been fulfilled is no fault of ours, and if the disappointment has been productive of a change in our estimates of its value and the usefulness of its influence, which is apparent to the most casual observer, it is but natural that in referring to its policy, severity of expression should take the place of encomiums.

The declared policy of the O. R. C. has been to withdraw itself, in sympathy and brotherhood fellowship, from all other organizations of railroad employes. In times of dire necessity, the Order, as such, has given aid and comfort to those who dealt unfairly with their employes. It has given them aid and comfort, conspicuously in the C., B. & Q. struggle. In that notable strike, engineers and firemen, demanded simple justice; such is the universal verdict. The justice the men demanded, and which they long since should have secured is still withheld, and the reason for this is, largely, because members of the O. R. C., with the approval of the Order, *scabbed* for the corporation that sought to crush and degrade its faithful employes. But it should be understood that this *Magazine* has from the first of the controversy, when referring to the acts of certain conductors, and to the policy of the O. R. C., borne testimony to the fact that a large number of conductors, members of the O. R. C., were not only not in sympathy with its policy, but uncompromisingly opposed to it, men who are in sympathy with the strikers on the C., B. & Q. and in active sympathy with all railroad employes. This

we have known from the first, and this we have said from the first. The O. R. C. numbers in its ranks men totally incapable of doing an engineer or a fireman, a brakeman or a switchman injustice. They are in full accord with labor in every legitimate effort it makes to better its condition, and who would do nothing to compromise them when seeking justice from arrogant and soulless corporations. Such men are numbered by the thousands in the O. R. C. We know them and admire them for their conscientiousness and courage. They are in sympathy with other organizations of railroad employes and in due time will make themselves felt in shaping the policy of their Order.

It is doubtless true, when speaking of the O. R. C., members of the Brotherhood of Locomotive Firemen do not sufficiently discriminate between those members of the Order, who are their enemies, and those who are their friends. But we do not believe it is intentional, for we know that the members of our Order are well advised of the fact, that thousands of railway conductors are their fast friends, who are ready and willing to do them a favor, and their asperities of speech are designed only for such members of the O. R. C. as when firemen have a

righteous grievance against a railroad corporation, take the side of the corporation and help it to crush them.

We have been a close observer of the treatment railway conductors have received at the hands of railway managers, but have failed to discover any consideration of their service, calculated to warm into vigorous life, such love and attachment as distinguished David and Jonathan or Damon and Pythias, and hence the policy of the members who control the O. R. C. is an enigma which others will have to solve, for it is quite too occult for our interpreting powers.

We know the duties of the railway conductor are exacting, their responsibilities great and their pay meager. We know their calling, like that of other employes who ride on the cars, is perilous, and that out of their earnings they are burying their dead and providing for widows and orphans. Such things, the glory of the brotherhoods, is done by all who face danger on the rail—and it is but natural that this ceaseless peril should be productive of friendship and fellowship, and to this it is coming—and in the full orb'd noon of federation and in its ultimate triumphs the O. R. C. will be in line with other brotherhoods of railway employes.

THE PASSENGER BRAKEMAN.



N leaving Gotham, down the aisle,
I saw him come with scornful smile;
Flow'd from his lips these words compressed:
"This car's for all points North and West!"

He, later, once more loomed in view—
'T was understood by one or two—
This jumping jumble, this fanfare:
"Troy twenty minutes breakfast here!"

In time, again he through the door
Burst in, and dashed by—as before—
With one of his chain lightning calls
Of "Buff 'lo change for Nag's head!"

Next, when we'd crossed Ohio's plain—
And Indiana's—and the train
Jarred, swayed and stopped, he deigned to state
"Our engine's telescoped a freight!"

And when at last my trip was done—
Reached was the land of setting sun,
With Babel sound he gave this shout:
"Chicago passengers all out!"

—Jeff Joslyn, in *Tid Bits*.

Mechanical

The Manufacture of Locomotives.

BY LEWIS H. EVANS.

It is nearly fifty years since locomotive building was inaugurated, and when fairly beyond the experimental stage more men were required in the work per locomotive per annum than are now required. The locomotive of that time cost nearly as much as the standard passenger locomotive of the present day, while the latter is, on the average, three or four times as heavy, even more powerful in proportion, and incomparably superior in finish to the former.

In 1832, the "Old Ironsides" was built by Mr. M. W. Baldwin. It was modeled after the English "Planet" type, with a stiff wooden frame and inside connections. Up to 1840 most Baldwin engines were built with inside connections, as were also the earlier Rogers engines; but outside connections afterward became more generally approved, inside-connected engines having now become practically obsolete. Mr. Thos. Rogers was an early advocate of outside connections, and in 1837 filed in the patent office a specification for counterbalancing, which was not in general use until some years later, and even then was considered less essential to the inside than to the outside-connected engines. In 1839, in Mr. Baldwin's practice, the outside frame was abandoned, and the machinery, truck, and pedestals of the driving-axes were attached directly to the boiler. From that time the wood parts of the frame were gradually displaced by iron. About 1839 equalizing beams were used on the Eastwick and Harrison engines, some method being necessary to distribute the weight upon the two pairs of drivers then introduced. In 1841, Mr. Baldwin built some engines for freight traffic with the drivers geared, but in 1842 his six-wheel connected engine met with more favor. In this the four forward wheels had inside journals running in boxes held by wide and deep wrought-iron beams, one on each side and disconnected, the engine frame on each side having a spherical pin bearing in a socket midway between the axels of the frame. The cylindrical boxes used could also turn in the pedestals, and the connecting-rods and ball-and-socket joints, with play enough to allow the engine to pass short curves.

The driving-wheels of "Old Ironsides" had cast-iron hubs, wooden spokes and wrought-iron tires, and the driving-axel was placed in front of the fire-box. The "half-crank" for inside-connected engines was

patented by Mr. Baldwin in 1834. The "E. L. Miller" (1834) had driving-wheels of solid bell-metal, which soon wore out, but later driving-wheels were built with hubs and spokes in single iron casting, and wood fellies, breaking joint in thickness, and bound with wrought-iron tires, secured by bolts. In 1834 Mr. Baldwin built his engines with driving-axle back of the fire-box, and Mr. Norris built engines with drivers in front. The latter plan gave the greater adhesion, and the greater wheel base. To obtain the necessary adhesion, Mr. Baldwin had recourse to the Miller patent for throwing part of the weight of the tender upon the drivers of the engine. It was at this time considered impracticable to cast a chilled car or truck-wheel in one solid piece, and the hubs were cast in three pieces and banded together with wrought-iron, the interstices being filled with lead or spelter. The "Brandywine," Baldwin's eighteenth engine (1835), had brass tires to give more adhesion, but they soon wore out. Mr. Rogers began the manufacture of wrought-iron tires in 1834, but in 1838 S. Vail & Co., Morristown, New Jersey, are said to have been the only American manufacturers of tires, which were then made only 1½ inches thick. In 1838 Mr. Baldwin began using chilled wheels for trucks, the truck-wheels having previously been made with tires, and in 1836 Mr. H. R. Campbell patented an eight-wheel engine with two pairs of driving-axes, one before and one behind the fire-box. This combined the plans of Messrs. Norris and Baldwin, and, with the addition of equalizing springs, was substantially of the same type as the standard American locomotive of to-day. The last half-crank engine was built at the Baldwin works in 1849. Steel axles were tried as an experiment about this time, and chilled tires for drivers began to be used a few years later. The use of steel tires shrunk upon the centers was not begun until after 1860. These tires were then imported. In 1863 the Rogers works built their first engine of the "Mogul" type (three pairs of drivers with a pony truck), and the first engine of the "Consolidation" type (four pairs of drivers with pony truck) was built by the Baldwin works in 1866. In these large freight locomotives some of the many drivers are made without flanges, to facilitate the turning of curves. In 1870 the practice of shrinking on steel tires without the use of bolts or rivets, was begun at the Baldwin works in building some locomotives for the Kansas Pacific railroad.

In 1868 the introduction of narrow-gauge roads began to create a demand for suitable locomotives. Some of these narrow-gauge locomotives have been built of a weight of not less than 25 net tons, and in the past decade the manufacture of steam and com-

pressed-air street car and motors has been fairly inaugurated.

The use of four-wheeled swiveling-trucks was one of the features which characterized the American as distinguished from the English locomotives; but one of the most notable improvements of American practice was the invention of Mr. Baldwin of ground steam joints, instead of joints made of canvass and red lead, then the English practice. With this change the steam pressure was raised from 60 to 120 pounds.

"Old Ironsides" had a loose eccentric for each cylinder. These loose eccentrics were reversed by pin in a stop on the axle working in a half-circular slot. This was changed for a fixed eccentric for each cylinder, with rods extending from the eccentric strap to the arms of a rock-shaft beneath the foot-board of the engine, the reversal being affected by shifting the connection between the rods and the rock-shaft arms. In these early engines fixed eccentrics were commonly used, but Seth Boyden's "Essex" (1838) had valves worked without eccentrics, moving by levers from the cross-heads, each cross-head communicating motion to the valve of the opposite cylinder. In 1838 Mr. Baldwin adopted the use of double eccentrics, each terminated by a straight hook and reversed by a lever. He used, under specification, a form of link motion in 1840, and in 1842 a link motion similar to that used by Stephenson.

(The link motion had been used by William T. James, of New York, in 1832.) In 1845 Mr. Baldwin adopted the half-stroke cut-off, in which there were two slides operated by separate eccentrics, the cut-off eccentrics being set at half stroke. The same year Mr. Rogers began using independent cut-off valves, operated by various combinations of links and V-hooks, and in 1850 he introduced the present form of shifting link. Meanwhile Mr. Baldwin continued experimenting, introducing several forms of variable forms of cut-off, one of which had a wrapping connection on a quadrant and curved link, for varying the position of the block. He then used the "Cuyahoga" cut-off, with lever and shifting link. Finally, in 1857, after putting on a number of them, under specification, he adopted the present form of link motion.

The "Old Ironsides" had a D-shaped smoke-box with side concaved, to make room for cylinders. The boiler was 30 inches in diameter, with 72 one and one-half inch copper tubes 7 feet long. The "Sandusky" (Rogers, 1837) had a bonnet smoke-stack with deflecting cone. Most of the early engines had high domes over the fire-boxes. In 1835 Mr. Baldwin commenced the practice of driving copper ferrules on the outside of the copper tubes, to make a tight joint with the tube-sheet, instead of, as before,

driving the ferrule or thimble inside the tube. At present, with iron tubes and copper ferrules, the end is swaged down, the copper ferrule brazed on, and the iron projecting end turned or riveted over the ferrule and tube-sheet. For copper tubes wrought-iron thimbles had also been used. These were found liable to leak, but about 1850 this defect was obviated by the use of cast-iron thimbles, a device of Mr. W. S. Hudson. In 1844 iron flues or tubes were first used in the Baldwin engines. Morris, Tasker & Co., had made lap-welded tubes in 1838, butt-welded prior to that year; and Kass Winans had also made iron tubes by hand for his locomotives. Experiment showed no appreciable advantage to copper over iron tubes. Mr. Rogers first used expansion plates to provide for lengthening the boiler under steam, and about 1850 the wagon-top was substituted for the dome boilers. Prior to this time there had been many experiments, with the view of burning anthracite coal, and in 1854 deflectors in the fire-box began to be used, sheet-iron, water leg, and fire brick deflectors being tried. In 1856 there was built at the Baldwin works for the Pennsylvania railroad, locomotives with straight boilers having two domes, and in 1859 locomotives having "Dimpfel" water-tube boilers were built for the Philadelphia, Wilmington & Baltimore railroad. Fire-boxes of low steel began to be built in 1861, and had come into general use in 1866; in 1868 all steel boilers (fire-boxes, barrels, and tubes) were built by the Pennsylvania railroad. In present practice both straight and wagon-top boilers are built. In 1876 steel boilers, with corrugated sides, were built at the Baldwin works for the Central railroad of New Jersey.

The "Old Ironsides" had 9½ by 18 inch cylinders, the "Sandusky" had 11 by 16 inch cylinders. In 1840 the larger Baldwin pattern had 12½ by 16 inch cylinders. The "Gov. Paine," a fast passenger engine (1849), had 17½ by 20 inch cylinders, and in 1852 a freight locomotive weighing 56,000 pounds, had 18 by 22 inch cylinders. The first "Consolidation" engine (1866) had 20 by 24 inch cylinders, and the "Uncle Dick" (1878) had 20 by 26 inch cylinders. The cylinders of the early engines were generally inclined, but by 1865 horizontal engines had become the rule. Mr. Baldwin was the first American manufacturer to use an outside cylinder, which was made with a circular flange, bolted to the boiler. In 1852, on some engines for the Mine Hill railroad, these flanges were brought around, nearly meeting, with only a spark-box between them, and later each cylinder and half-saddle was cast in one piece, and the saddles set face to face, and when horizontal cylinders came into general use the rights and lefts were made interchangeable.

The early engines had neither cabs nor sand-boxes. Cabs were first used in New England, and the first Baldwin engines provided with sand-boxes were built in 1846.

"Old Ironsides" was estimated to draw 30 tons gross 40 miles an hour on the level. In 1838 Mr. Baldwin believed that an engine weighing 26,000 pounds, loaded, and with 12½ by 16 inch cylinders, was as heavy as would ever be called for; but the requirements of heavy freight and passenger service demanded, for economy no less than for convenience, larger and stronger engines, the heaviest ever built at the Baldwin works ("Uncle Dick," 1878) weighing, with water in the tank, 115,000 pounds. In 1849, at the Baldwin works, there were built a number of fast passenger engines of the type of the "Gov. Paine" (Vermont Central railroad), which could start from rest and run a mile in 43 seconds; but these engines lacked sufficient adhesion. Within the past few years some attention has been given to the manufacture of fast passenger locomotives, a number having been built which, with light trains, will run 60 miles or more an hour. Of these, a locomotive for the Bound Brook line has a single pair of 6½ foot drivers and a patent arrangement for varying the distribution of the weight between the drivers and a pair of trailing-wheels.

At the Brooks locomotive works the average weight of locomotives built in 1869 was 28 ton for passenger and 30 ton for freight engines; but the average is now 35 tons for passenger and 42 tons for freight engines, showing the rapid increase in weight, and it is believed by many that 50-ton consolidation engines will soon become the prevailing type and size for American freight service.

Examples of the performance of engines might be given at great length and in great variety. For the Baldwin engine the loads are calculated on the basis of the utilization for adhesion of fully one-fourth of the weight on the driving-wheels. A standard "American type" passenger locomotive, with 35,000 pounds on the driving-wheels, will pull one thousand tons gross on a level, and on 1, 2, and 3 per cent. grades will pull 25½, 12½ and 7½ per cent. of that load respectively; a consolidation engine, with 94,000 pounds on the driving-wheels, will pull 2,740 tons gross on a level, and on 1, 2, and 3 per cent. grades will pull 26½, 13½, and 8 per cent. of that load respectively. In some heavy freight and switching engines the entire load is upon the driving-wheels, consolidation locomotives having usually 85 to 88 per cent., moguls 80 to 85 per cent., standard American passenger locomotives 60 to 70 per cent., "double-enders" about 50 per cent., and fast passenger locomotives as little as 35 to 40 per cent. of their total weight upon the driving-wheels.

The endurance of an engine in service is

very great, but the necessary repairs will average from 1½ to 6 or 7 cents per mile, according to the service. Steel tires last from six to seven years before they wear out. In the transitional stage of locomotive building, engines capable of much longer service were not infrequently broken up, laid aside, or made over on account of the introduction of improvements in design. At present the high quality of material and of workmanship promises a degree of endurance which will require many years to ascertain, and the uniformity of parts cannot fail to lessen the cost of repairs. It must, however, be remembered that the service required of a locomotive is much heavier and more exacting than it was ten years ago, cars often being loaded twice as heavily, and the weight of trains actually drawn averaging nearly twice as heavy for the same size of locomotive.

The present American locomotive may fairly be considered an established criterion of excellence. It is characterized by accuracy and beauty of workmanship and strength, combined with flexibility and adaptability to many difficult conditions of service—an adaptability that has given it the precedence where such conditions have to be met. Although the demands of railroad travel and traffic in this country have absorbed the greater part of the product, American locomotives have been supplied to foreign countries using railroads in such numbers as to make them an important factor in the extension of facilities of travel and communication abroad.

The manufacture of locomotives in locomotive-works is so far based upon the use of costly and partly finished materials that the additional labor and expense involve less than half the value of the finished product. The iron and steel plates, steel tires, sheet-brass and iron, copper pipe, smoke and feed pipes, chilled wheels, bolts, rivets, hardware, fittings, boiler tubes, flues, and other materials are in themselves costly products, and some of the forgings and the steel and iron castings are often produced for the work by separate establishments having special facilities. On the whole, the raw material, properly speaking, has its value more than trebled before it is brought into the locomotive works as material for the manufacture. In comparing the manufacture of locomotives with the manufacture of small engines or sewing-machines, where the value of material in locomotive manufacture is doubled, in that of small engines it is nearly trebled, and in sewing-machines quadrupled; but in locomotives the same increment of added value requires the employment of a considerably greater number of artisans (at similar rates of wages) than are employed in the manufacture of small engines; principally because the prices of locomotives are

ruled by the wholesale purchase of large railroad corporations, while the prices of small engines and machinery are ruled to a great degree by small buyers making single purchases. In short, in the manufacture of locomotives, the cost of putting the product upon the market is reduced to a minimum, and of the same added value given in the manufacture and marketings of about 50 per cent. additional goes for the employment of artisans in locomotive building, as compared with the general manufacture of steam engines. The composition by weight of the various crude and finished materials in a locomotive and tender weighing about 45 tons (net) may be stated as follows: About 32 per cent. pig-iron, 18 per cent. bar and hammered iron, 9 per cent. boiler-iron and steel, (about one-fifth of which is for the fire-box), 8½ per cent. steel tires, slides, springs, and the like, 7 per cent. wheels, 7 per cent. wood for cab, tender and lagging, 5 per cent. axles and connecting-rods, 4 per cent. flues, 3½ per cent. tank-iron, 2 per cent. lead, tin, copper, smoke pipe, glass, hardware, and fittings, 1½ per cent. bolts and rivets, 1½ per cent. cast and sheet brass, and 1 per cent. sheet-iron.

The market value of a locomotive in 1880 was less than three-fourths as great as it was in 1870, the decent in value being very gradual, with the exception of a very notable rise in 1873 and a slighter appreciation in value after 1879. These fluctuations have mainly followed the general shrinkage of money values and the fluctuations in the cost of materials, influences great enough to conceal any evidences of improvement in the methods of manufacture such as might here be looked for. Nevertheless, there has been a very general advance in the details of system and machinery, which is confirmed in aggregate results of the capability of a given number of men to perform a given work.

It is the growing practice to make all the parts of locomotives interchangeable. The general growth of the "interchangeable system" in manufacturing, has had an influence in the development of manufacturing, agricultural, and other industries which few have heretofore appreciated. It may not be too much to say that, in some respects, this system has been one of the chief influences in the rapid increase of the national wealth. Two of the great industries that constitute the basis of this wealth, agriculture and manufactures, depend now largely in the existence of this remarkable feature of manufacturing, which has reached its highest development in this country. The growth of the system is due to the inventive characteristics of our people, and their peculiar habit of seeking the best and most simple methods of accomplishing results by machinery, untrammelled by traditions or hereditary habits and customs.

RAT PORTAGE, ONT., October 6, 1888.

MR. EDITOR:—In compliance with your request to cut communications short as possible, I will try and make my first appearance in print very brief. In reply to "Vulcan's" question, it is advisable to keep the steam constantly close to the blowing-off point. During the trip considerably less water will be evaporated when a tension of 140 pounds is carried than will be required with a pressure of 120 pounds or under, and where less water is evaporated, a smaller quantity of fuel will be consumed. Running with a low head of steam is a wasteful practice for several good reasons. The comparatively light pressure upon the surface of the water allows the steam to pass over damp, or mixed with a light watery spray, which diminishes its energy, since, the wet steam contains less expansive medium than dry steam. It requires nearly the same expenditure of fuel to evaporate water at the pressure of the atmosphere alone, that it does to make steam at the higher working tension, consequently the work obtained by the expansion of the high pressed steam is clear gain over the results to be obtained by working at a low pressure. To get over a dry division successfully, is to carry steam close to the popping point, pull the throttle wide open, hug the links close to the center, and see that no loss occurs through the safety valves.

Side Rod.

Amboy Division's Answer.

MR. EDITOR:—On page 823, November *Magazine*, "A. D." again places me under many obligations for his original and lucid answer to my question.

In this case I am somewhat in the condition of General Butler when cross-examining the celebrated Mrs. Jenks. "General, you do not ask your questions right, you know."

This is my case, I intended to ask "A. D." "Won't 'A. D.' please tell us how far (the bottom of) the wheels," &c., &c, omitting the words in brackets, and confining the question to the distance moved by the wheels.

Eccentric.

The New York and New England officials expect to receive by Nov. 1 the seven new parlor cars which have been building for the 3 o'clock Limited New York express. That train will then be made up entirely of new cars, equal, if not superior, to those run on any road in the country. The cars have been built according to instructions from the New York, New Haven & Hartford road, and there will be no opportunity for the latter to refuse to haul them, as they did the other.

Not "Two Times Nothing" but Four Times Something.

"Attempt the end, and never stand to doubt;
Nothing's so hard but search will find it out."
—Herrick.

MR. EDITOR:—Being under many obligations to "Amboy Division" for the opportunity afforded me of making a confession of an error of statement, I now cheerfully make it, and while it is a "confession" it shall not be an "avoidance" of the issue raised.

"Two times nothing" cannot be, but four times something may exist, if proven, even if that something is, in the language of J. B. Ward, November *Magazine*, 1888, page 822, ("a wheel is a unit, and when in rotation the point that has no rotation, while every

greater or less distance from it as shown by the length of the circular lines. "A. O." will see that the lines d and 4 must be just as much longer at the line e to o as the distance of the circular line is above the upper dotted parallel line.

There is one point or statement about which "A. D." and I will not differ, and as it is the key note to the whole situation, on this question, I requote it here. "*The distances traveled, or the movement, of any point will be in direct proportion to its distance from o , point of rest, or fulcrum. The movement of 3 will be three times that of 1, and at 4 twice that of 2.*" (The italics are by request of the writer.)

This restated, as a whole, is, that from e to o in a vertical line, is a plane, from o to a ; the speed is twenty-five (25) miles per hour, with a speed of fifty miles at b , while at the same speed at c it would be seventy-five (75) and at d one hundred (100.)

Taking the first proposition, o to a , we have a space of from nothing to twenty-five miles per hour; therefore at a point above "an inconceivable point at rest," (J. B. W.) we have the commencement of a movement, which we cannot see or measure, but which we know is from it to a , where it reaches twenty-five (25) miles per hour, &c., &c., up to the top at d the speed of one hundred (100).

My next effort by illustration and explanation will be to find this starting point of

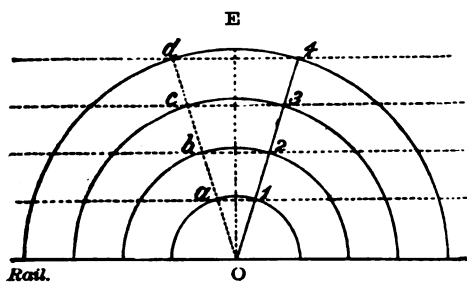


Figure 1.

other point is rotated, is inconceivable,") inconceivable.

There are two points in the wheel that have translation without rotation, *i. e.* the center line through the axle and in a plane with the center of the cylinders, the point of the tire in contact with the rail, which is, (the rail) "its fulcrum," "this point on the tire being at rest."

Fig. 1 is the same as shown by "Amboy Division" in the *September Magazine*, 1888, page 668, with the added circular lines, and dotted parallel lines, also the added dotted perpendicular line e to o . This represents what I will term the crow bar leverage as contradistinguished from wheel leverage. This bar to move from 4 to d , the fulcrum at o being at rest, cannot move on straight lines, as shown at a , b , c , d , and at 1 , 2 , 3 , 4 , but must necessarily move on the circular lines as shown, each point from o traveling the

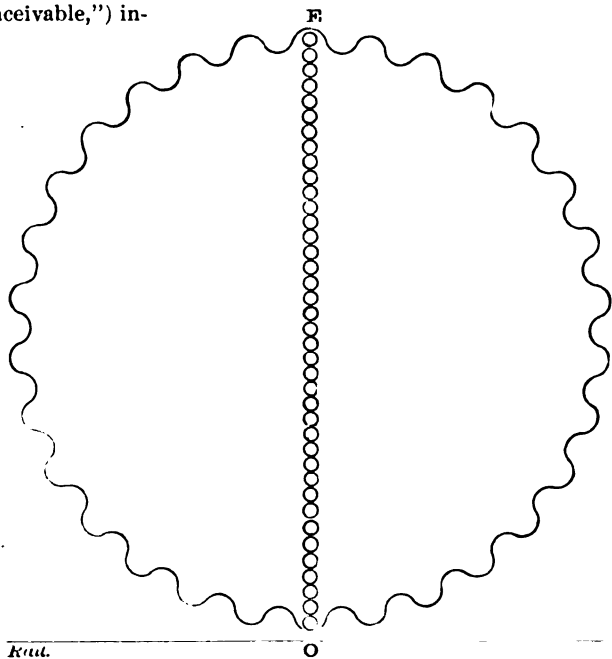


Fig 2.

movement, which I will call "something" as contradistinguished from nothing at *o*.

Messrs. Talman & McFadden, Market street, Philadelphia, issue a catalogue showing various kinds of micrometers, which measure and record in figures so small that you cannot read them without a powerful glass—the one we use in our business records one one-thousandth ($\frac{1}{1000}$) of an inch. Now between this and *o* is what I take it "J. B. W." means as the "inconceivable," and between that and "rest," is what no doubt the Yankee meant to be understood as meaning, "the little end of nothing whittled down to a sharp point." It is this point when found, as contradistinguished from nothing, *o*, and located next to nothing at the bottom of the wheel, the top of said wheel is moving four times as fast as at this "inconceivable" "something" next to nothing, *o*, at the bottom.

To deal with something tangible I applied to Messrs. Queen & Co., Chestnut street, Philadelphia, optical and mathematical instrument makers, to make me a wheel by which I could demonstrate the correctness of this proposition. This wheel, which is illustrated in Fig. 2 on the preceding page, is full size and is made in brass, after the locomotive puzzle, with which I commenced my article in the March No. of the *Magazine* of 1886. I have given away in five years, in sets of threes, more than 35,000 of these cards, mostly to locomotive firemen and engineers. I will explain later on how they may prove by these the propositions here stated.

Messrs. Queen & Co. drilled thirty-nine holes in this wheel, the center being the twentieth (20th) hole, leaving nineteen (19) holes each side of the center—*o* and *e* in Fig. 2 correspond with *o* and *e* in Fig. 1, and *o*, the point in contact with the rail in both cases. The thickness of metal between the holes is just one one-thousandth ($\frac{1}{1000}$) of an inch.

Assuming that this wheel is four feet in circumference then the ninth hole above and below the center will represent the crank pin in a twenty four inch stroke, and correspond with 3 and 1 in Fig. 1. Fig. 3 will represent the same lines with the cir-



Fig. 3.

cular lines completing the circle as in Fig. 1, the vertical line the same as *o e* in Fig. 2, the dotted parallel line corresponding to the rail in Fig. 1 the point where these cross each other, the center or point at rest. This is the "center of motion," and is at rest, but it is not the "axis of motion" as that is the lower half of a shaft on which the wheel revolves and rests, the dark lines represent the usual counterbalance in a locomotive driver—*a*¹ the outside of the driver or pulley, *a*² the line of the crank pin, *a*³ a line central through the counter balance. These circular lines represent the lines of "rotation only."

Before we come to consider the question of a new axis of motion and a combination of the speed of rotation and translation, I will explain how these same tests, which are here described, were produced. Take the three geared wheels and fit the gearing accurately together, fasten to a board and place a paste board circle around one quarter inch from each tooth of the gear, weight this so the lead cannot run out, and then pour the space full of soft lead, not too hot. When this cools remove the cards and you will have a hollow circle of soft lead with inside gearing, cut this in two, straighten out carefully and you will have a rack rail which fits the geared wheels. This will be thick enough to cut in three pieces lengthwise, the same thickness as the cards. Drill through a number of these geared teeth, use round headed screws which will hold the rack rail to the board, and they can be raised and lowered to take in and hold in place the card board on which the lines are to be drawn.

Fig. 4 will show the lines made when you combine the speed of "rotation and translation."

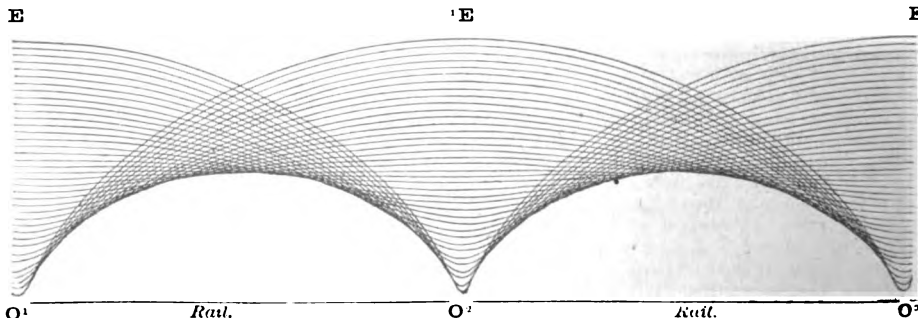


Fig. 4.

In Fig. 4 *o* and *e* correspond with the same lines in Figs. 1, 2, 3, from *o*¹ to *o*² is one half revolution on the rail, and *o*¹ to *o*³ a complete revolution; and in a line vertical with *o* to *e* is the point in the wheel where the motion is reversed and cushioned on the steam in the cylinder. All the holes shown in Fig. 2 are indicated by the lines in Fig. 4, and the upper line from *o*¹ to *o*³ will measure just as much more as from *o*¹ to *o*³ as the measurement of the diameter of the wheel added to such measurement. Assuming then that at *o*² the point of the line in contact with the rail is the bottom of the wheel at rest, and that the upper part of the line has commenced moving, then the top at *e* is moving "four times as fast" as at the point indicated, i. e. in this case it is a measurement of one one-hundredth ($\frac{1}{100}$) of an inch above *o*, nothing.

Says one of my very good friends, "Mr. Lockwood, what is the use of all these fine spun theories of yours, they are impracticable, and cannot be understood by men like locomotive engineers and firemen." My experience is that these same men are athirst for knowledge in the line of their business, and that they are the most attentive and patient listeners, far more so than men over them who have neither the brains or nerve to carry into practice that which they do daily. Take a civil engineer who plans the structure and the mechanical engineer, who is the builder, what does either know of the practical mechanical action upon the structure over which they pass. The engineers and firemen are alert and keen, and quick to observe, and why, because of the thousands of lives in their keeping and at their mercy, and their own as well, none the less dear to them and theirs. I might stop here and consider my undertaking herein completed, but the many instantaneous deaths of firemen, engineers and passengers, during the last ten days, makes me feel like sounding a note of warning for the coming winter, and by further illustration and explanation show the practicable application of the mechanical principles under discussion.

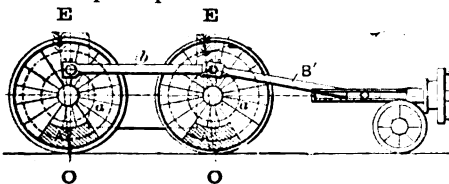


Fig. 5.

Fig. 5.—This shows the counter balance at its lower limit, the point of the tire in contact with the rail, at rest, the top of the wheel moving at a speed of 100 miles per hour, the crank pin at seventy-five, exerting its maximum power. Assuming this to

be the right hand or leading engine, let us see what the left hand or following engine is doing. This is shown in Fig. 6.

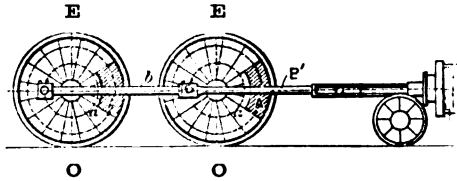


Fig. 6.

Fig. 6.—This engine at the same time as Fig. 5 is on its forward dead center, at rest, and reversing its action from a downward pull to a backward push or thrust, moving in the center line by translation through axle and cylinder fifty miles per hour, the counter balance having come down by push and gravity in one quarter of a revolution from one hundred to fifty miles per hour.

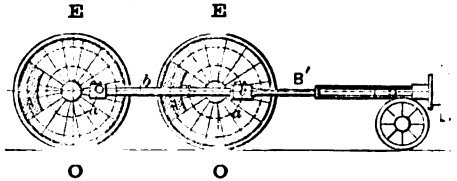


Fig. 7.

Fig. 7.—This shows the position of Fig. 5 in one quarter revolution forward, Fig. 6, assuming the position of Fig. 5, here we have the counter balance in one quarter revolution, moving by a lifting force from *o*, at rest to fifty miles per hour, the engine on her backward center.

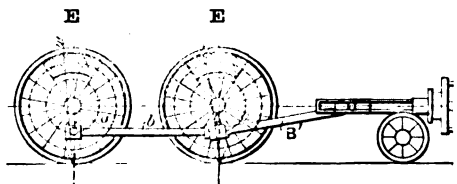


Fig. 8.

Fig. 8 shows Fig. 5 in half a revolution, the counter balance having moved from nothing, *o*, to one hundred miles per hour at *e*, while that body is only rotating, that which the steam is acting upon is rotating and reciprocating in combination has moved from seventy-five to twenty-five in the same half revolution. At the speed of a mile a minute these distances occur five and one-tenth ($5\frac{1}{10}$) time, in a second and four times in the revolution of each wheel, so to all four wheels we have twenty and four-tenths

(20 $\frac{4}{10}$) to each wheel, eighty-one and six-tenths (81 $\frac{6}{10}$) times in a second to all. In the hearing before the Massachusetts Railway Commission, Bussey bridge investigation, March, 1887, I stated the effect of such mechanical action as above described as „centrifugal, tangential, hammering, swaying, gyrating, 'wee-wahing,' 'nosing around,' rocking, thrusting, rolling forces." In connection with the presentation of this case I ask the Brotherhood's attention to my articles in the "Mechanical Department" of the *Magazine* July, 1886, page 406; May, 1887, page 269; June, 1887, page 339.

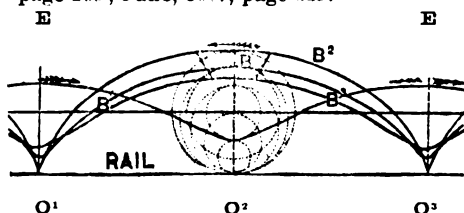


Fig. 9.

Fig. 9.—This is an illustration which shows the lines in an ordinary counter balanced locomotive—*b* the counter balance, the upper line from o^1 to o^3 one revolution, the next through the counter balance, the next the lower limit of the counter balance, the straight line above the rail the center line, the lower line the crank pin line, reversing its direction as indicated by the arrows on the vested line o^3 to e . A locomotive is constructed off the rail and counter balanced as a stationary engine. This is guessed at, her axis of motion is then in her cellar box, she is placed on the rail and the point of the tire when in contact with the rail becomes the axis of motion. The fine dotted lines converging at o^2 as the axis of motion shows what is a practicable impossibility. Speed of rotation in this position of the wheel cannot make them, and rotation and translation in combination will not.

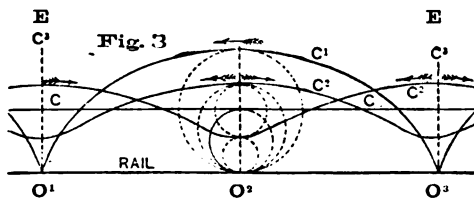


Fig. 10.

Fig. 10.—This shows a correct mechanical principle, a steam counter balance, each column, of steam balancing the other moving in opposite direction from a common center as indicated by the crank pin lines, c^2 , and arrows.

The increase in weight of rollingstock has now become a serious question, and especi-

ally in locomotives for high speed passenger service. I give three types of the more recent class for high speed passenger service.

In my article of May, 1887, I took for a type Pennsylvania Railroad's own building, 5x8 $\frac{1}{2}$ drivers 18x24 cylinders, 125 lbs of steam pressure, weight on drivers 51,000 to 53,000 lbs, counter balance each front driver 300 lbs, running on main line division, rear drivers each 300 lbs, all drivers flanged. New York, Providence & Boston Railroad, Rhode Island Locomotive Works, builders, named the I. W. Miller, drivers 6 feet, 18x24 cylinders, 180 lbs steam pressure, weight on drivers 72,000 lbs, weight in counter balance unknown, running from Croton to Providence, R. I., 62 miles, all drivers flanged. This was the locomotive of such great expectation that they called her the "Long-legged No. 40." "A Steel Greyhound" for the Shore Line, "to be capable of a mile a minute on the run with eight cars, including stops," Philadelphia & Reading, Baldwin, builders, 5x8 $\frac{1}{2}$ drivers, 19x24 cylinders, steam pressure 150 lbs, weight on drivers 91,300 lbs, counter balance front drivers each 660 lbs, rear each 508 lbs, all drivers flanged, running between Philadelphia and New York, Bound Brook Route.

New York, New Haven and Hartford, Baldwin builders, 5x8 $\frac{1}{2}$ drivers, 20x22 in. cylinders, 150 lbs steam pressure, weight on drivers 4th gauge cock of water 68,000 lbs, rear drivers flanged, no flange on front driver, counter weight in each front driver 592 lbs, each rear driver 445 lbs. A large cut and description of this locomotive will be found in *The Master Mechanic* for September, 1888.

This article and its illustrations will, I trust, settle for all time the question under consideration that while there is no "two times nothing" there may be "four times something" and that "something" so near "nothing" that it is "inconceivable."

William E. Lockwood.

GLEN LOCH, October 22, 1888.

MR. EDITOR:—The Mechanical Department of the *Locomotive Firemen's Magazine* is becoming more and more interesting and valuable. I have watched it carefully during the year from the standpoint of an "outsider," and I must say I am very strongly impressed with the merits of this department. It is constantly bringing to the surface a host of practical questions and problems which are, or at least should be, of the greatest interest to enginemen, and in many instances the discussions contain statements of facts and elaborations of principles, which would do honor to the more pretentious specialists who write for technical journals, on the score of simplicity and lucidity. The usefulness of a department like this will be bound to make itself more apparent with

each successive number. It is a splendid "market" where engineers from all over the country can give, take or exchange ideas, not only with profit individually but with the certainty that in doing so they are helping to raise the standard of knowledge and experience deemed requisite for a good locomotive engineer, which I take it is the goal you all aspire to reach. The more active you make this interchange of experience, this "commerce of thought," the more rapidly you will elevate your calling and push it onward to that millenium where every engineer will know the why and wherefore of the various functions performed by his engine. You have some good and zealous "missionaries" in this department, Mr. Editor, and I think the auspices are highly favorable. Let the good work go on!

I do not care to be an idler if I am an "outsider," and so I select for the object of my modest contribution, the practical question asked by "Vulcan" about the difference in steam used with 120 and 130 lbs. of pressure. "Vulcan," I see, likes to reason and find the relationship between cause and effect. He is a firm believer in the method of regulating speed by the reverse lever, with full throttle, or in other words by keeping the pressure at the cylinder always as near as possible to that of the boiler, and simply varying the point of "cut off." He also believes that a little humanity and sympathy toward the "boy who is trying to keep her hot" is commendable, and prescribes the exercise of memory to keep in view the fact when we were "boys." "Vulcan's" advice is, in my judgment, of the very choicest in both instances, and I do not know whether it be intentional on his part or not, but his little problem is just what gives one a chance to "clinch" the question. The fact is that if the engineer who is at the throttle on both trips is one of the kind that believes in the good old fashioned way of regulating by the throttle only, the fireman would probably never know the difference between the two trips so far as labor and coal are concerned, and I doubt if the master mechanic or the best steam expert on the road could answer the question more satisfactorily. On the other hand if the engineer is of the modern school, and confines his attention to the cut-off leaving the throttle wide open, there will be a difference, which can be estimated, by reference to the well known laws of the efficiency of all engines in which heat is the primary agency. Neglecting for a moment the gain in efficiency due to the shorter cut-off, the higher pressure of 130 lbs. will, as compared with the pressure of 120 lbs., represent a saving of about four per cent. in round numbers, due to the simple difference of temperature between steam of 130 and 120 lbs. But as just stated the higher pressure,

if given full play up to the cylinder parts by a wide throttle will reduce the cut-off, and the losses in the cylinder, will be diminished. We have no definite means of estimating the precise amount of benefit, but we know that it is something, certainly not less than one or two per cent. To sum up, therefore, the pressure of 130 lbs., when used with a fully opened throttle, will effect a saving of not less than four per cent. as compared with a pressure of 120 lbs., where the same work is to be done under identical conditions and the fireman would find that for every 100 lbs. of coal used at 120 lbs. he would get along with 96, and possibly less, at 130 lbs. When the firemen know this fact, and when the engineers also realize it, then they will both see that it is an object after all to keep her hot right up to the top notch, and while they will thus virtually lighten their task the company will have cause to commend them for economizing coal. The law that underlies this question is almost as unquestionable as that of gravitation.

Outsider.

MR. EDITOR.--As before surmised, "the smoke of the battle (Convention) having cleared away," the November *Magazine* again comes to hand with lots of good things in the Mechanical Department.

W. DeSanno gives us some more ideas on "Early Railroadng," showing how imperative to the development of railroads it became to have a means of communication between points along the line, with greater speed than was developed by the trains. It is hardly possible to conceive how railroads could be managed if it were not for the telegraph, by means of which the fastest trains can be overtaken in a few minutes, and which brings every point of the line into close connection with headquarters. The idea of a wreck or a breakdown thirty, fifty, or one hundred miles from help and to be obliged to wait until some other train happened along to carry the word for help or tools, is something so different from our present system that we can hardly imagine how we would feel if placed in such circumstances. Those old pioneers like Bro. DeSanno certainly deserve the thanks of the present generation for their heroism in aiding and building up the railroad systems of the country, for if they had faltered and quailed in the face of the difficulties they encountered, railroads would not have been able to expand to their present magnitude, from the lack of labor to man their trains, and the whole scheme would have proven a failure instead of a brilliant success.

"Amboy Division" has given us "Vulcan Illustrated" in November *Magazine*. Many thanks, "A. D." "Vulcan" never hoped to become so famous as to be "illustrated," and thus become "illustrious," as it were.

In illustrating "Vulcan," "A. D." has quoted five well known mechanical truths from my article in the September *Magazine*, and admits that he fully concurs in said quotations. He then proceeds to illustrate said truths in a way which would carry conviction to the most unreasonable, if there were any doubts of the truths thus illustrated, of which there are none whatever in my mind. I have before now, in actual practice while prying up a rock, had my "bait" sink into the ground and allow my lever to move, or in using a bar around a locomotive, the nuts or plates have tipped over and allowed movement to the bar. At such times the fulcrum was at the point at which the lever did not move, and the baits used became false fulcrums, because they gave way, and this, I hope, will be the case with "A. D.'s" fulcrum at the point of contact with the rail. I am quite willing to admit that a fulcrum ceases to be a fulcrum when it moves in relation to other parts of the lever, and as "A. D." is anxious that I should admit it, I hope that he will not hereafter forget. I stand on the footboard of my locomotive day after day, I watch my wheels revolving in their boxes, I see the rods exerting their communicated power to turn the wheels, I feel the train behind me trying to hold me back, but amidst all this motion I find one point only in all the mighty machine which is at rest, so far as all other moving parts of its mechanism are concerned, and that is the center of the axle, and the true fulcrum. "A. D." admits "that when a wheel is simply turning on its axle or box, the fulcrum is at the center." I suppose "A. D." will also say that the fulcrum is at the centre when a locomotive slips? Now I fail to see any movement in my fulcrum, in the center of the axle, so far as the machine itself is concerned, when jacked up, when slipping or when running along. It seems there must be something wrong with a theory that requires to be formed over anew with every change of circumstances. "A. D." makes his point of rest of the wheel on the rail the issue. Along with friend Ward, I wish now to take some exceptions to that much talked of and discussed point of rest, as illustrated and explained by "A. D." in Fig. 2, page 668, of the September *Magazine*. We there see a wheel, at the point F, supposed to be 15 feet in circumference, and "A. D." also shows a rail B A, 15 feet long laid on top of the wheel. Toward the left we see the wheel, again a complete wheel, and the rail on top of it has moved along 30 feet. Now "A. D." tells us that "the top of the wheel has moved twice as fast as the center, and the bottom has not moved at all," yet his illustration proves that what was the bottom of the wheel at the commencement of the revolution, is at the bottom at the end of

the revolution, and while the distance from center to center is marked as 15 feet, the distance from bottom to bottom and top to top, I suppose is the same. The bottom must also move in its turn or else be left behind, and in considering a wheel that *has made a revolution*, it cannot be said that "the bottom has not moved at all."

"Ash Hoe" again puts in a sprightly letter, and uses a lever outside of a wheel to push his car along, but he has puzzled himself to define what kind of a lever he has in his second experiment, and seems likely to fall into the error that the leverage changes with every half revolution of the drivers, while I have ever maintained that it is constant so far as our present mode of changing reciprocating into rotary motion will permit. By this I mean to say that a locomotive is just as strong while the pins are passing under as she is while the pins are passing over the axle, and that the only two strong points are to be found when the pins are both above, or both below the axle line, when steam is not cut off below 16 inches, because when in that position both pistons will be receiving steam at full pressure at the same time. Of this fact any one starting a heavy train from a dead stop, can easily assure themselves. If there were the difference in the leverage which would result from locating the fulcrum at the rail, there would, as a natural result, be a spring forward and a halt, a good deal like those bucking bronchos of the wild west, who send their riders over their heads; a result likely to happen to us, if locomotives were constructed on such principles. "Ash Hoe" asks "why a given locomotive will pull more with small wheels than with large ones?" As I have answered this question before in detail, I will only say that it is a well known fact that a smaller wheel will pull a larger load than a large wheel, and at the same expense of steam a larger wheel will pull a smaller load over a proportionately greater distance. The power is still there, and in order to convince "Ash Hoe" and "A. D." I would again respectfully call their attention to the established rules for calculating the horse-power of an engine, which is also applied to locomotives. I gave it before on page 670 of the September *Magazine*, to which I would refer, were it not that many of our readers do not regard the *Magazine* as highly as they ought, and treat it accordingly. Therefore pardon its reproduction, the more so as no one has noticed or answered the argument.

In the August *Magazine* I wrote in answer to "E. S." in regard to the wheel and lever question, and in answer to his suggestion that the larger the wheels—whether driving or pulley—the weaker the locomotive or engine would be. One of the strongest arguments against this assertion, is to be found in the method which is universally used to determine the horse-power of any engine, be it locomotive or stationary. This

rule is, multiply the area of the piston in inches, by the average effective pressure per inch, and the result by the length of the stroke in feet, and the number of strokes per minute. Thus a cylinder eighteen inches in diameter has an area of 254 square inches, this multiplied by fifty pounds gives us 12,700 pounds pressure on the piston. This product (12,700 pounds) multiplied by the stroke, which we will suppose to be two feet, or four feet in a complete revolution, yields 50,800 foot-pounds; then again multiplied by say 100 revolutions per minute, equals 5,080,000 foot-pounds, or in other words, a piston eighteen inches in diameter, subject to fifty pounds pressure, traveling at the rate of 400 feet per minute, exerts a force equal to 5,080,000 pounds lifted one foot. As 33,000 pounds lifted one foot is the standard or one-horse power, we find that if we divide 5,080,000 by 33,000 that we have about 154-horse power in that cylinder, or 388 in the pair of cylinders used on a locomotive. Now, in making all these calculations no one raises the question mooted by "E. S." in regard to the size of the drivers, or the pulley wheel as that is not a factor in determining the power, because that is determined by the pressure, the length of the stroke, and number of strokes. The pressure is the power applied to the lever in the wheel, the stroke giving the length of the leverage, and the number of revolutions the speed at which the power moves.

Now, how does the fact that engine builders do not regard the size of pulley or drivers in determining the power of an engine, suit the advocates of "fulcrum at the rail."

Having before alluded to "Bro. J. B. Ward's" exceptions to "Amboy Division's" conclusions, I must pause to note and to fully endorse what "J. B. W." so clearly states:

A wheel is a unit, and when in rotation, the point that has no rotation while every other point is rotated, is inconceivable. As long as there is a top and bottom, those points can not change position without every other point changing also, therefore, the center partakes of the two motions: rotation and translation, as well as the surface points, and consequently the figure does not demonstrate, that the top has moved "twice as fast," or twice the distance of the center; nor does it demonstrate that the "bottom has not moved at all."

But I must dissent from "J. B. W." when he concludes that the point F of the wheel, illustrated by "A. D.," was moved through a space of thirty feet, and the point B through the same distance, because it rotated through a circle of 15 feet, or 30 feet in all. If "J. B. W." will carefully note the motion of the periphery of a rolling wheel, or of a mark made in the tire of a driver near its edge, he will find that it does not move in a circle at all, but moves in the shape of a flattened arch, and that the lowest points of this arch are just 15 feet apart, in a wheel of that circumference, while the highest point will be nearly 5 feet above the rail line, and that the distance that the respective points make by travelling around this curve is about 19 feet instead of 15 feet in a straight line. The question now arises: How can a rail move thirty feet while the wheel moves 15 feet and no part of it over 19 feet? This is accounted for by the apparent fact that the rail on top of the wheel receives all its motion

from that point, and does not participate in the motions of the points on the wheel, which range from rapid to slow in order to come to that momentary rest, and then from slow to rapid as it reaches the top. "J. B. W." has evidently misunderstood "A. D.'s" illustration, which does not allude to a pulley rotating on a center, but to a "back driver of an engine," "on the track," and while "J. B. W." reasons correctly from his point of view, seeing it as a pulley, "A. D." is correct in his illustration and explanation as given in September, page 668, fig. 3.

Mr. Lockwood gives us a lesson on leverage, but I fail to see that he has stated anything new on the subject, and he only goes over the points again that the locomotive has its strongest point when the pin is on top, and its weak one when it is below. Mr. Lockwood places himself in this position by locating his fulcrum on the track, and the train of reasoning would be correct if the proper foundation had been selected to start on. The only weak points that I see in a locomotive are the dead centers, and as even the "Shaw Locomotive" has not done away with them, I suppose we must consider them a necessary evil to be endured until something better may be invented. As a question bearing on this, I would ask Mr. Lockwood as a locomotive builder, whether the rule above given to determine the horsepower of an engine is correct, and if so, whether it does not fix the fulcrum as in the center of the axle in all possible circumstances?

"Fireman" asks some questions, but some one, either he or the printer, must have made a mistake, so we had best wait for it to be corrected before we try to answer.

"A. D." in a supplementary article tries to explain to "Eccentric" that the bottom of a wheel never moves, but as I have had my say I will not go over it again.

I do not see how smoke or dirt can be drawn into the valves or cylinders in running down grade in forward motion, because when thus in gear the valve is not open to the exhaust at the time that the piston movement would cause suction from that point. When the piston leaves either dead point the valve on that end is open and remains so when in full gear till near the end of the stroke. The piston thus sucks air out of the steam pipes and steam chest, but as this action has a tendency to pull the valve more firmly to its seat, it cannot draw anything out of the front end except what might arise from imperfect valve faces or seats. The opposite side of the cylinder is open to the exhaust, and whatever has been drawn in by the previous action of the piston is forced out through the exhaust, thus showing that if anything at all, it must be a blowing up through the nozzles instead of a suction into them which is taking place.

When the locomotive is running reversed, however, the motion is reversed, and air and dirt is drawn into the exhaust and compressed into the chest and steam pipes, till often its pressure becomes so great as to stop the piston and cause the wheels to slide or to even blow the cylinder heads off.

"No. 12" gives his idea on the injector in brief items, and no one can say that he is not right, because while we work them daily, no one has yet been able to watch the mysterious mingling and combination of forces which bring about the well known result.

Vulcan.

Early Railroadng.

In my last letter I spoke about there being no telegraph on the road. The first telegraph used on the Philadelphia division of the P. R. R. was when the track was being re-laid, the old English chair rails were taken up and T rails put down. We must remember it was always a double track road, and in relaying it, it was done in sections or blocks; the north track was done first, about two miles at a time, if there were not too many curves; at each end of the section a switch was put in connecting the north and south track, and a man stationed at either end of the section with a red and white signal like a banner, red on one side and white on the other. If a train came along going east or west, the man first getting the train, would show the red to the man at the other end, and he would hold all trains at his end until the other train passed through, and thus they telegraphed back and forth. For the information of some of the Philadelphia division boys, I remember one flagman was stationed at the head of the grade, about three-fourths of a mile west of Parkersburg, a middle man at the curve at Parkersburg crossing about half a mile east, and the end man at the next curve about a mile east of Parkersburg and west of Pomeroy (or Chandlers as it was then called). The first electric telegraph was a single wire laid in the top of the pole, and was a wonder to all, and was used as a target by us boys to see who could hit the wire with a stone.

In laying the new road, rock was hauled and distributed on the section to be relaid, and a gang of men put to work to break it up for ballast. It was laid about six inches deep on the surface of the ground, the ties laid on top and the rails spiked down, and it made a splendid road bed and is there to-day. It was put down very early in the 50's, so you see the block system was used on that road about as soon as time cards were for freight. Now a word about the old rails that were being taken up. They were of English make and were quite short, about ten feet long, the web of the rail was round on the bottom and laid in a cast-iron chair and held in place by keys on either

side. The track walker was called a key driver, and carried a light hammer like a spike maul, to keep the keys driven up tight. The cast-iron chairs were spiked to a block of stone set in the ground about sixteen inches square. Ties were only used at the joints, except where the road bed was in a bog or soft place, otherwise it was four blocks of stone and a tie to keep the rails from spreading. Where there was a frog a block of stone the whole length of the frog was let in the ground and the frog spiked fast. The key driver also carried a small axe, so that in finding a low joint he would shine it up with an oak wedge under the chair. So much for the road bed.

W. DeSanno,
Ex-Engineer.

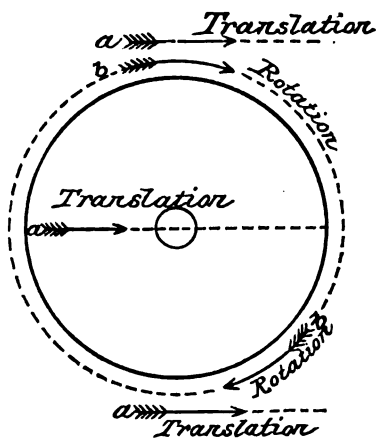
TEMPLE, TEXAS, October 27, 1888.

MR. EDITOR:—I had hoped that this wrangling about 2 times 0 and the bottom standing still had ceased but it don't seem to be that way.

"Ash Hoe" comes out on that in exactly the same manner that several others have before by saying: "The bottom remains stationary for a moment no matter how fast the wheel may be traveling" just as some one else said before, I don't remember who it was, that when it came to the bottom it "stopped" for a moment and then went on at an ever increasing speed. Now all this is dead wrong, in fact the veriest folly to make such an assertion. The wheel is solid and moves in a *rotary motion* around its axis, the centre of axle, at a perfectly uniform rate of speed, if it were possible that any part of that wheel could be stopped for a moment while the balance kept up its speed the wheel would immediately rend itself in pieces. Take a fly-wheel of a stationary engine and watch its movement and see if it stops a moment when it reaches the bottom, and then tell me what difference there is between the rotary motion of that wheel and the driving-wheel of a locomotive. None whatever. The bottom stands still, is undoubtedly true of a locomotive driver or a car truck or a buggy wheel, either, but it is not a part that comes there and stops, it is merely the place in which there is a balancing or equalizing of two transverse motions, namely rotation and translation, the combining of which is motive power.

Now, we will take a locomotive making thirty miles an hour. How does she attain that speed, why by the rotary motion of her driving-wheels and the friction on the rail, which is supposed to give to an object the exact speed of translation that is being made by the wheel in rotation. Then we have here two motions, rotation and translation. The object itself has only a motion of translation, there being no part of it to rotate ex-

cept the wheels, then there must be a part of that wheel which has the same motion as the entire object has and no other and that point is the centre of the axle, which to the locomotive is the only fixed or stationary part of the wheel, as it moves just exactly as the entire body of the machine moves, and so is in perfect harmony with it. Hence it must be the fulcrum. The top of the wheel has two motions in the same direction, rotation and translation. Both being in the same direction causes a combining of the two, hence the top travels twice as fast, as that portion which has only the speed that is imparted to the object being moved, which is the centre of the axle, while the bottom has two motions also, rotation and translation. But just contrary to the top it has them counteracting each other, as the translation motion is here forward the same as at any other point while the rotary motion is backwards just opposite to each other, and as they are equal in speed and opposite in motion, they do act as a check on each other. Hence the bottom, the place, stands still while the wheel absolutely moves in a rotary motion with a speed that is exactly equal in all opposite points at all times. Now I believe I can fully demonstrate this with a little cut, as follows:



This with the arrows marked "a" denote translation and those marked "b" denote rotation, while the dotted lines indicate the direction taken by each motion. I hope this will be understood by all who read it, for I am sure I understand it but am not so certain that I can make others understand it.

Now, Mr. Editor, you know I bade you all farewell but I have had to reconsider that and so I am out in war paint again. The hatchet is dug up and war is declared and I must say that whether your policy would or would not prove to be a nail in the coffin of the Mechanical Department, I shall not be the one to risk driving it in, because I could

not write as you suggest, no matter how hard I should try and, I must say it, I would not if I could, for various reasons. You say you like my roast beef illustration and try to turn it to account against me but it won't work, because we all know that the bill of fare you will furnish will be an appetizing one. We also know that the ladies on the other side of us will have on their daintiest aprons and sweetest smiles to welcome the guests who come to their department, and so Mr. Editor, if we poor advocates of the Mechanical Department expect to draw our share of the custom, we must have our wits about us, situated as we are between the undoubted ability of our editor and the acknowledged tact and powers of entertainment possessed by the ladies. Hence we must have our roast beef well cooked, we must have also a few relishes, an occasional stew and plenty of spice or we will be made to close our doors and retire from the business.

Mr. Lockwood asks me three questions which he says when I have answered he will prove his statement by, but I don't see how he can prove twice nothing being something by any rule, any law or any amount of questions and answers.

First, a centre is a point equi-distant from all other points opposite each other, or a gathering in from the surroundings to one point, or a point or object from which the whole surroundings emanate. How does this apply to his statement of twice nothing, and what motion are we to consider, as it may apply various ways.

Second, an axis is a point around which or on which an object moves; here again are two motions to be considered, and I can see in neither of them any application to twice nothing, but I should call the absolute centre of axle the axis of motion, strictly speaking in regard to a locomotive.

Third, I never made a study of astronomy as I never contemplated an aerial trip to any of the planets. I don't know whether the earth's poles are an iceberg, a hole in the ground or a pole stuck up, and as I never had any intention of making my living on planetary knowledge I left that out, and will say that there exist a class of scientific cranks who demonstrate these things to their own satisfaction, I presume. The latest is the new theory of German (my own by the way) cranks that nothing exists except in the imagination of the b-holder. By their theory this paper on which I write these words and the pen I use, exist only in my imagination, and when you pick it up to read it you will be in the same boat, it will only exist in your imagination.

By way of illustration there is a hill here on this division named Morgan hill, four miles long. A 16-inch cylinder engine will pull thirteen loaded cars up that hill and

have to drag all the way. In my imagination I shovel coal into the fire-box of that engine to create imaginary steam in that imaginary boiler for that imaginary engineer to use up as fast as my imaginary self can make it, all for the purpose of drawing thirteen imaginary loads up that imaginary hill, but in spite of all this, this imagination is so vivid that Morgan hill will exist when I am dead and gone and other imaginary firemen will go up that imaginary hill while they handle their scoop to the tune of two shovels of coal to every telegraph pole. To this class of scientists I will refer Mr. Lockwood for an answer to No. 3. Perhaps they can answer it to his satisfaction, and I am sure they could come a long ways nearer convincing him as to which it was than he can ever come to convincing me that twice nothing is something.

And now as I am in receipt of a letter from "Amboy Division," and I promised in a very tardy acknowledgment to try and show him the fallacy of his arguments I shall devote a little space to "Amboy Division."

"A. D." says the fulcrum on the track when the crank-pin is up the power is at the pin and weight in the box; when the crank pin is down the fulcrum is the same as before the weight in the box and power in the frame. This would cause the points of an engine to be very different in power as your lever would be shortened so much that you could not have more than one-fourth the power you had in the other position, besides what carthly use have you here for your crank-pins. They don't contribute anything at all and are only in the way. Now this must be accepted, it can't be otherwise, the power is always exerted at the crank-pin, there is no question on that point at all, just as "Amboy" showed in his "imp. of the cylinder" something over a year ago. Then if you put your fulcrum on the track and increase the length of your stroke, you would weaken your engine while the pin was traveling below the line of axle. In "Amboy Division's" way of figuring it if you should take an engine with a given size of wheel, say four feet, and a certain result as to equalizing its power with 24-inch stroke and then give same size wheel with 28-inch stroke, your engine would be so badly proportioned as to power that in my opinion she would tear herself to pieces, but if "A. D." should consider that the power was applied at the crank-pin always and the fulcrum on the track, the result would be very similar as your power would be increased four inches when above the axle and decreased four inches when below the axle. These are my principal reasons for believing as I do about the leverage on a wheel.

Oh how easy it is for us to misunderstand

the meaning of others at times when it should be perfectly clear to us even as to those who made statements.

I misunderstood "Mechanic" when I thought he meant no engines of mogul pattern but the Baldwin had pony truck equalizer. "Vacuum" misunderstood me when he thought I said I went over the division without cleaning my fire, for I never intimated that as no one had to clean fires there, and now comes "R. H." of Denver, who says "Eccentric Strap" thinks the extension front and arch a necessity to prevent smoke and sparks. Now I don't know why "R. H." should infer that I meant or thought any such thing as my statement was in plain English just this: "I, too, consider the extension front and brick arch the best devices for preventing sparks and smoke." How this can be interpreted as meaning that they were a necessity I can not conjecture, and I have seen the rockets fly from a straight stack just about as much as from any other. It all depends on the grade of the netting, and for fear of being jacked up off of my boxes again I think I had better quit for this time, as in case of another jacking up I might get turned over and break an
Eccentric Strap.

WEST SALEM, ILL., October 3, 1888.

MR. EDITOR:—Since I have been a reader of the *Magazine*, the wheel and lever question has been discussed in every number. But so far, I have been unable to find out what the original question was. Judging from the difference in opinions of the different writers, some are looking at the subject from one side while others are looking at it from the other, and as there are so many different motions combined in a locomotive, moving on the track, that unless we all look at it from the same standpoint, I am afraid it will be hard to arrive at any conclusion. If some one will be kind enough to repeat the question other things being equal, 'tis true, the cylinders will exert the same power in both cases, but the leverage in the small wheel is in its favor for drawing heavy loads. "E. S." refers to the tractive power while "V." is thinking of the power exerted on the piston as calculated on stationary engines. The power of a locomotive depends on the adhesion between the wheel and rail, and the rule given by "V." is not correct; this is demonstrated by an engine being able to slip her wheels. There are few engines that have not sufficient power in the cylinder to slip their wheels, which shows that the power of a locomotive depends on the adhesion to the rail and not on the power exerted by the piston. I want to call "V.'s" attention to the mistake he made in his calculation. He says 3,300 lbs. lifted one foot is the standard for one-horse

power, when it should be 33,000 lbs., and then there would be only 153-horse power in one cylinder instead of 184. In answer to "V.'s" question in the *October Magazine*, I think there would be but very little if any difference in the amount of steam used, because in the second case, the links would have to be hooked up enough to maintain the same speed, so that the valve would not open the port as far as it did when using 120 lbs. pressure.

I want to ask a question: What would be the aggregate strains on a boiler 50-inch diameter, 20 ft. long with 120 lbs. steam pressure?
Otto Hallbeck.

MR. EDITOR: Custom, so long in use, as to almost make it a law, requires every German to leave the shop where he learned his trade and to visit neighboring cities and towns, working at his trade in their shops, and there by interchange of opinions on ways and methods in use to "finish his trade." This interchange of views is a great help to all and exerts its influence on others as well as on those immediately concerned.

One of these interchanges of opinions which cannot help but exert a beneficial influence on the "Twin Brotherhoods" was the twenty-first annual convention of the American Railway Master Mechanics' Association, held at Alexandria Bay, N. Y., in June last, of which we propose to take a short review. The convention was called to order by President Setchel, and prayer offered by Rev. C. P. Evans. After listening to an address of welcome the roll was called and 119 members responded. The president in his address reminded the convention that "they were men of age, being twenty-one, and should be able to take up the obligations of mechanical citizenship," much has been done, but much more remains to be accomplished. In reference to standards for locomotives he says, that it is easy to design a locomotive to haul a train of a specified weight at say forty miles an hour, but how long would it be allowed to do the work for which it was built, and in doing which there would be left a margin of power, and a margin of safety in its working parts? He furnishes the obvious answer that we see in every-day practice: "Only until another car awaits transportation," and thus car after car is added until the parts of the overloaded machine give way, and then in the course of repairs the desire to prevent a similar break increases the size of the broken parts, which then throws the strain on some other point, breaking that and in its turn that is made heavier until bye and bye the engine is declared too light for the work it should never have been put at. He would try to have locomotives run continuously, not by one man, or perhaps by two, but by as many as necessary to keep it employed all

of the twenty-four hours, reasoning that if there is profit in working one eight hours the profits would be increased by working them twenty-four, and that locomotives should wear out, not rust out. (On nearly all roads it is a chronic complaint that they have not enough power to move the traffic, and hence as a matter of necessity locomotives are run day and night, with barely time for much needed repairs, so that the idea of saving the costs of a number of locomotives is fully carried out on many roads already.)

Mr. Setchel deprecates the "smoke nuisance," "caused by the introduction of fuel in the fire-box while standing at stations or just before entering," calling it "an imposition on the traveling public, and a sharp commentary on present methods of running locomotives, and the lack of proper appliances for prevention."

Secretary Sinclair showed by his report that the association had a net increase of forty-five during the year, now having a membership of 322, that the number of subscribers to the printing funds had nearly doubled, that the funds invested reached over \$6,000, and that report was found correct.

In discussing the relative proportion of cylinders and driving wheels to boilers, it seemed to be the general idea, that the boiler could not be made too large, for there were certain limits of weight within which they must be kept, which would preclude them becoming too large. (Of course, our brother firemen who have had any experience in firing different size boilers, will fully concur in this opinion, for they have seen the ease with which steam enough to supply the cylinders could be delivered from a large boiler, while the small boiler made it hard work.)

The discussion on height of boiler from the ground, and on swinging trucks and blind tire called out divers opinions, but seemed to bring out the fact that for our crooked railroads it is imperatively necessary to have some lateral motion between the wheels and boxes, for if it is not given in the first place, they will not curve or run without heating, both of which they do when they have worn or ground away enough clearance.

In the report of the committee on "extension fronts and brick and other firebox arches," it was stated that 150,000,000 tons of coal were used every year to make steam and at the low estimate of \$2.50 per ton this would require the expenditure of \$375,000,000, hence the question of how to use this immense pile of coal costing so much money to the best possible advantage is worthy of all possible attention. The circular calling for information in regard to the subject was answered by fifteen

members only, and all of them used bituminous coal at a cost of from two to twelve cents per mile. Nearly all agree that the extension front, straight stack is the best, but they differ greatly in regard to the brick arches and other appliances, but this is not to be wondered at when the great difference in the fuel itself is considered. In regard to hollow stay bolts and the admission of air to the top of the fire we are said to be in the dark, but it is admitted to be a matter of importance and entitled to much more consideration than it receives.

On firing the committee says:

"Much has been written and said about the necessity of careful, regular and intelligent firing, and this is quite correct, inasmuch as it is the only way by which a right supply of air can be introduced to mix with and consume the gasses, and no matter how efficient a furnace and details may be for the proper combustion of fuel, its ultimate success depends on the care and intelligence used in firing.

"Carrying extremely thin fires has been warmly advocated as producing the best result from the coal used. Now, while your committee is in favor of a moderately thin depth of fire they cannot from experience advocate a fire so thin that it will admit large and bulky volumes of cold air, thereby reducing for a moment, at least, the temperature of the fire box to such a degree as will not permit the combustion of the gasses. The fire contains a certain number of units of heat, and if twice the amount of coal was in active combustion there would be double the number of heat units, and in consequence could more easily sustain a reduction of temperature following a fresh charge of coal, and by that means sustain a more uniform temperature, a situation of things that is always desirable.

"All matters said and done relating to the economical use of coal on locomotives will be fruitless of good results if the enginemen are ignorant of the simple rules of combustion and careless about educating themselves in this necessary branch of their calling. Enginemen showing a disposition of carelessness in the use of coal, or in any way ignoring the principles governing its economical use, are as much unfitted to have charge of a locomotive, as if such ignorance and carelessness was shown towards the rules governing the operation of trains.

"Without elaborating further on this important branch of our subject, we will close it by quoting a rule issued by a western railway company and coming under the notice of our committee: "It is a common practice for some firemen to throw a large amount of coal into the furnace at one firing; in this case the coal, being thick on the fire, cuts off the air supply that should come through the grates, in consequence

the coal on top is rapidly coked by the heat underneath, and the gas and smoke (the very cream of the coal) escapes unconsumed. An equal amount of coal placed in the furnace in three or four firings instead of one would, in many instances, evaporate more water and reduce very much the amount of black smoke."

In regard to the smoke nuisance they say: "Smoke is also the product of incomplete combustion, the entire prevention of which under circumstances of a rapid rate of combustion is attended with practical difficulties. It has been proven beyond question that smoke once formed cannot be consumed. What is needed, therefore, is not a smoke consuming but a smoke preventing furnace.

In voting on the report the extension front and brick arches were endorsed. Hollow stay bolts were discussed, but no vote taken, and firing was passed over without discussion.

A long report on guides and cross-heads was presented and discussed, but none was adopted as a standard. Springs and equalizers were also illustrated and discussed as well as the proper thickness of tires, but as these points do not have much to do with the running or firing we will not mention them in detail, except to note that the committee on tires reported that much of the wear of the tire can be helped by a judicious and careful runner who feels an interest in his machine and uses it accordingly.

A number of other subjects such as purification of feed water, ash pans, tender trucks, traction increasers, magnetism in watches, cast iron wheels, air openings into smoke arch, feed water heaters, safety steps on pilots and water space around fire box were considered and discussed, but nothing of special note was brought up.

After electing officers and designating that one of three places should be selected by the executive committee to hold the next convention the meeting was declared adjourned until the third Tuesday of June, 1889.

RICHMOND, VA., August 16, 1888.

MR. EDITOR:—I am glad to see so much railroad news coupled onto the Mechanical Department. Now, "Vulcan," I said the dead grate with brick was a help, as it prevented clinkers or ashes gathering next to the flue sheet, allowing cold air to get through. Now, how is it that shortening the length of grate surface by this method the steaming is not decreased? With 130 pounds of steam instead of 120, the speed would be increased, but as you only want fifteen miles per hour, you would have to cut her back and so use less fuel and water.

W. A. G.

Blood Poisoning from Machine Oil.

Take care, says *Power and Transmission*, how you let machine oil or lubricator come in contact with a cut or scratch on your hand or arm, as serious blood poisoning may result. In the manufacture of some of these machine oils fat from diseased and decomposed animals is used. All physicians know how poisonous such matter is. The only safeguard is not to let any spot where the skin is broken be touched by any machine oil or lubricator.

Car Notes.

* The Minnesota Car Company, of Duluth, Minn., has been organized with a capital of \$100,000. The works will consist of a rolling mill, machine shop, foundry and car works.

The Pennsylvania Railroad Company is having a number of new dining buffets and sleeping cars of the vestibule pattern built by the Pullman Palace Car Company. They will be used between New York and Florida.

A handsome new railway mail car, No. 76, has been put in commission for the Boston & Maine and Maine Central roads. It is to be run for night service on the Boston and Bangor route. Master Car Builder Waite says he never turned out handsomer work.

The Pullman Palace Car Company is vestibuling all the cars of the Baltimore & Ohio road, and it is expected that by the beginning of next year the public, who do not pay extra for drawing room cars, will be able to ride on one eastern road without danger of getting their eyes full of dust and cinders.

The Old Colony Railroad seems to have some regard for the comfort of its early morning passengers. In the past the cars have been as cold as barns on sharp, winter mornings, and many a passenger has caught a fatal cold by riding in them. The cars of the Old Colony Railroad are not only equipped with steam, but they are kept warm during the night on the side tracks by a locomotive that moves from train to train, injecting steam into the pipes.

The ultimate disposition of all the plans made is a problem that has long bothered the curious. But just now comes the question, what becomes of all the railroad cars made? There is a scarcity of freight cars for nearly every purpose, and this scarcity is causing considerable trouble in various branches of business. Cars are wanted to move grain, to move coal, to move coke, and for various other purposes. A year or two since, it was generally believed that there were too many car shops in the country. But it is evident that they cannot supply the demand for cars, or that the roads are not willing to order to meet their wants.

The rush of freight and passenger traffic on the New York & New England Railroad of late has been tremendous. On Sunday five freight trains of thirty cars each were standing in the yard waiting for orders before starting west. The fresh fish trains comprise eighteen cars each trip, and require the largest engine on the road. One hundred cars of wheat are daily hauled alongside of the big grain elevator, and their contents stored for shipment across the water. The repair shops at Norwood, which were damaged by fire, have been rebuilt and a plant for forging has been located there. It is the intention of the company to build their own locomotives as well as their cars. Three new engines are now under way. Twelve new coaches and eight new baggage cars have been turned out of the shops and twelve more coaches have been started at a cost of \$8,000 each.

Locomotive Notes.

The Central Railroad Company, of New Jersey, is having built thirty-five new locomotives of the consolidated pattern. They will be fitted with improved grates, so as to burn anthracite coal of "buckwheat size."

It is reported that the Lancashire & Yorkshire Railway has recently placed an order for thirty locomotives at £37 10s. a ton (equal to \$188) which is said to be the lowest figure ever touched for this class of work. The Vulcan Foundry Company, Newton-le-Willows, is the contractor.

The Long Island road will move its machine shops from Long Island City to Richmond Hill, where it has purchased thirteen acres of land at the intersection of the Montauk and Atlantic divisions. The purpose of the change is to make room at Long Island City for better terminal facilities.

It is said that the Erie Railway Company have purchased seventy-five acres of land at Susquehanna, Pa., and that amongst other buildings they will erect a large foundry. The company will also enlarge their machine shop and other shops, and will employ double the number of men at present employed.

The women living along the line of the Central Railroad, of New Jersey, between Bergen Point and Jersey City are provoked because the company has begun using soft coal burning locomotives. They claim that the soot and cinders from the new style of locomotives ruin all their best clothing. They are preparing a monster petition addressed to the officers of the road asking them to stop running the obnoxious machines.

The Central Pacific has ordered one hundred new locomotives within the last few months, and is building some heavy ten wheel locomotives at the Sacramento shops. The engines have an extended front and straight stack, and weigh 111,500 pounds in working order. Fifteen hundred 34-foot freight cars, of 50,000 pounds capacity have been added to the equipment lately, 1,000 box and 500 flat cars. The standard rail now used weighs sixty pounds per yard.

The noteworthy step taken by the Erie Railroad managers in changing the headquarters of the Susquehanna division from Elmira to Susquehanna, Pa., and in detaching the Jefferson branch from the Delaware division and making it a part of the reconstructed Susquehanna division, has been consummated. The change of division headquarters took place on Friday, when the following officers left Elmira for Susquehanna: Division Superintendent W. B. Coffin and his staff of four clerks, Messrs. C. F. Riddle, R. H. Curtis, Thomas Kemp, and L. Jackson; also Division Roadmaster J. D. Shultz, Division Engineer H. J. Howe, and Master Mechanic J. Tregelles, and their assistants. G. W. Keen, of Carbondale, is appointed train master of the Jefferson Branch.

A mammoth locomotive that will make eighty miles an hour is now nearly completed at the Hinkley Works in Boston. It is designed by G. S. Story, of New York, for the Atchison Railroad. It carries two cabs—one over the center of the boiler, for the engineer, the other in the old style for the fireman. It is the largest passenger locomotive ever built. All the wheels are of paper with steel tires, and the driving wheels are the largest ever put on an engine. A Worthington steam pump so works that a great part of the exhausted steam is pumped back and serves to heat the water in the tank. Another economy in fuel is the work of a large combustion chamber, which burns up all the gas. It is expected to make a mile in three-quarters of a minute with ten passenger cars on any ordinary road.

Woman's Department.

EDITED BY IDA A. HARPER.

ELECTION DAY AND CHRISTMAS.

It seems odd to be sitting here on election day writing an article that will not be read till Christmas. And it also seems odd and incongruous that on this most important day there should be twenty million women in the United States who might as well be twenty million wax figures so far as their political influence is concerned. There is a great deal of complimentary talk about the influence women have in shaping politics but it is of a very negative sort if it exists at all. If a disfranchised man were to attempt to argue with other men as to how they should vote he would get his quietus in a hurry and the same is true when women endeavor to exert any of that influence that we sometimes hear about. A man who would be guided by his wife's opinion on every other subject has very little regard for it in political matters. The twenty-one-year old boy about to cast his first vote has a supreme contempt, politically, for his "sisters and his cousins and his aunts," and even his mother, who has always been his guiding star, is under a cloud on election day. It is votes that count and it is the voters that must be depended upon to save the country.

But why do we talk of "disfranchised" men? There are no disfranchised men in this country except such as choose to be. Every foreigner, all the negroes, the worthless Indians, the despised Chinese, all classes, all nationalities, the rich and the poor, the upright and the degraded, by conforming to certain laws, may exercise the privilege of casting a ballot in this land of the free. Women form the only exception to this universal rule and, in this age of civilization and of progress, be she native or foreign born, white or black, educated or ignorant, not one woman in all this broad land can cast her vote for President or Congressman or Legislator or County officer. Yet statistics show that the per cent. of illiteracy is less among women than among men, that there are fewer foreign born women than foreign born men, that two-thirds of our church members are women and that four-fifths of our criminals are men. Notwithstanding these facts and many more of a similar nature it is thought a safe and a wise policy to exclude this better element from the affairs of state and leave them entirely in the hands of men. But when the taxes are assessed the property of women is levied

upon exactly as is that of men, although they are denied all representation; and when women transgress a law they suffer the penalty precisely as men do, although they have had no voice in the making of those laws or in the selecting of other persons to make them.

These are the thoughts, briefly expressed, that come to thousands of women upon each returning election day. They have read the newspapers and listened to the speeches through all the campaign, they have formed an intelligent opinion upon one side or the other, they are as vitally interested as men are, and yet this day upon which the people choose their rulers, twenty million American citizens are as completely disfranchised as though they were behind the bars of the penitentiary. In the latter part of the twentieth century, yes, and long before that time, people will ask with wonder what manner of women those were who submitted to this outrage. This continued disfranchisement of women for more than a hundred years will be regarded as a companion disgrace with human slavery. But it is passing away. A comparatively few more years will witness a second emancipation. It is the sacred duty of the women of the present day to make every possible effort to secure for their daughters and descendants the blessed heritage of perfect freedom and equal rights.

* * * * *

We cannot bring ourselves to think about the Holidays until Thanksgiving is past, and then they come so rapidly that they are usually upon us before we are quite ready for them. This season is always one of retrospect. We go back in memory to the days of our childhood, the incidents of that light-hearted, happy time, the hallowed home associations, the loved friends of our youth. The years are full of changes. We have founded homes of our own, our little families are growing up around us, care and anxiety tell their story in the lines upon our faces, the silver threads in our hair, the heart-aches that we cannot escape. However successful and contented we may be with life we all have the consciousness that it has not been quite what we anticipated. The ideals of youth have not been fully realized. Indeed, with the closing of each year we feel a little pang of disappointment that things have not been just as we intended they should be. We fret and repine and determine to accomplish more and better work the next year, only to find at its close that the end at which we aimed is still afar off.

But after awhile the knowledge comes to us, born of experience, that all we can hope is to approximate our ideal life, never to attain it. Some of us grow discouraged and drop into the commonplace, relinquishing entirely the standard we had set for our-

selves; others keep bravely and cheerfully on, feeling that a partial success is infinitely better than a failure. This is the most important lesson for us to learn, that we can not have the things of this life as we most desire them to be. We must labor ably and courageously for what we consider to be the good of humanity, and if it does not come about according to our methods we must not imagine therefore that it will not come at all. The mistake is in thinking our way is the only right one and that all must start from the same point and travel the same road. The world is daily growing better and every man and every woman who is conscientiously working in the line of duty as it appears to him or her is giving an onward push to the car of progress. And when we reach the end of the journey we can depart in peace, knowing that all the work we have left undone is being taken up by earnest, capable men and women who will carry it forward according to their highest ideas and, passing away, will leave it to others still better equipped to aid in bringing about the redemption of mankind.

And so, dear brothers and sisters, we will once more greet each other with a Merry Christmas and a Happy New Year, sorrowing with those to whom the past twelve months have brought grief and disappointment, rejoicing with those to whom the coming year promises happiness and prosperity. Only a certain measure of time, only a season of joy and sadness, of love and regret, of failure and success, more evenly apportioned than we think, and then—all is well.

We are exceedingly sorry that we have driven Shandy Maguire into the Firemen's Department to do his "spooning." His poems in the November number were really quite touching and "drooped my eyelids tearly." I feel almost provoked at the ladies for being so severe on one who loves them all and would greet each one with a brotherly kiss if he could catch them during a total eclipse of the sun. The latch string is out, Mr. Maguire. Don't waste your sweetness on the Firemen's Department.

"A. P., a Fireman's Sister," from Memphis, Tenn., writes a complimentary letter in regard to Lodge 206, saying it is composed of the very nicest young men in the city and deserving of every success.

LAURA WOODWARD writes an appreciative letter about Adair Lodge, No. 100, Bowling Green, Ky. She mentions the promotion of Bro. Frank Porter to the right hand side.

"An Engineer's Wife," of Mt. Vernon, O., writes encouragingly of Franklin Lodge, No. 9, wishing them every prosperity and success.

Will correspondents please excuse the editor if she does not always answer personal letters? The work done in this Department is only a small portion of the necessary duties of each month and time is at a premium. It would be a pleasure to exchange letters with all our bright contributors, but it seems an impossibility until there is less work to do or more time in which to do it.

RECIPE to prevent the hair from falling out:

A dime's worth of bay rum mixed with the juice of one small onion. Put in a bottle and shake well before rubbing on the head. This is excellent.
Mrs. A. Watkins.

GIRARD, KAN.

FITCHBURGH, MASS., October 1 1888.

To Woman's Department:

I noticed in the last issue of the *Magazine* that some one asked how to put up fruit so it would not spoil. I think if the preserves and jars are both scalding hot there will be no trouble with Mason jars, or any others that are air tight. Put the jars in a large pan filled with cold water and let it come to a boil; then put the fruit in them, which should be cooked until a fork can be pushed through easily. Fruits can be kept nicely without any sugar, though much nicer and richer with it, some people using pound for pound.

Here is a recipe for lemon cake that perhaps some one will like. One egg, one cup of sugar, one tablespoonful of hard butter, one cup of sweet milk, two and a half cups of flour, one teaspoonful of soda dissolved in a little milk and beaten in last, two teaspoonsfull of cream of tartar mixed in the flour. When baked, cut through the middle and spread a cup of sugar mixed with the juice of one large lemon; also spread over the top.

I will tell you how I have just made a tidy: I cut thirty-six pieces of bleached cloth the size and shape of an inverted goblet, gathered each all round the edge, and drew the thread tightly, leaving a circle which I filled in with yellow silk to resemble a field daisy. I used nine for a square and one square for each of the four corners. Then I took two strips of peacock blue plush of equal lengths, embroidered peacock feathers on them, lined them with pink, laid crosswise and fastened on the underside, fastened a square in each corner, and my tidy was finished. One could be made of the daisies alone, and edged with lace, or rickrack could be used instead of cotton cloth by sewing it round and round a piece of cloth the size of a spool end. A box cover neatly covered with plush or velvet and a bunch of artificial flowers, or even a spray of autumn leaves artistically fastened on, makes a pretty ornament for the wall.

If I write any more I am afraid you will think I am rather tedious, so I will close with best wishes.
Ellen.

THE LAKE.

With folded hands and sightless eyes, the other
 night I went
 Past the cries of pain and passion, past the sobs
 of discontent;
 Hope and fears awhile forgotten, sorrow found a
 brief surcease,
 And the pulse of life beat softly, as 'twere from
 the heart of peace.

Oh, the mists that filled the valleys and the light
 that crowned the hills
 In this land beyond the borders of all human
 griefs and ills,
 With white and scarlet poppies all its ways were
 thickly set,
 So I plucked them as it pleased me and they
 whispered me, "Forget."

As above my heart I placed them, all the dreary
 days of sin,
 All the restless nights of longing were as though
 they had not been.
 Nor by will and purpose guided, my untaught
 way did take
 Through the dim deep lanes of silence to the
 margin of a lake.

If my pen could paint the covering that nar-
 cotic's hand hath lain
 'Tween the mind's most sentient fibers and the
 prick-shod heel of pain,
 Or the thoughts that stir when music sets her
 ivory gates ajar,
 Like pale blossoms of the under sea that hear
 the storms afar.

Deep in elder-down I'd dip it of the billows to
 rehearse,
 On this lake's encircling shores that broke like
 rhythms through the verse,
 Or that up the white sands creeping sang a
 strange and foreign word,
 That my ears indeed might not, if but my heart
 had never heard.

How I had longed to find this lake whose ripples
 sang of rest,
 'Twas the still retreating image of a never-end-
 ing guest.
 With the lamp of science lighted I had sought it
 high and deep,
 And with neither chart nor compass I had found
 it in my sleep.

Though my feet were fain to linger on this lake's
 enchanted shore,
 Where through many miles of wandering they
 had never been before.
 Daylight called to duty waiting and I could not
 long remain,
 And the ways that led me thither I have never
 found again.

With folded hands and sightless eyes another
 night I'll go
 Past the cries of pain and passion, past the
 deeper sounds of woe.
 Earthly fears for aye forgotten, earthly sorrows
 find surcease,
 And my face will take the semblance of a deeper
 dream than peace.

Though the valley of the shadow, aye its solemn
 secret keeps,
 One perchance will lead me safely; then let some
 one say he sleeps.
 It may be she hath found that lake whose
 rhythms ripples sang
 A far sweeter word than ever in fame's brazen
 peans rang.
 For in dreaming I had seemed to see its mystic
 sources seven,
 And I knew with untaught knowledge that its
 farther shore was heaven.

Alice O. Darling.

OMAHA, NEB., September 30, 1888.

To the Woman's Department:

I have just read the *Atlanta Constitution* and feel so proud of our Brotherhood that I must say something or I fear silence will prove fatal. Decidedly, "progress" has been their watch-word, but who has time to comment on such a subject during a time of political strife? Such a subject at stake as woman's rights, something we must and will have. Now, Cascade, you always made me change my opinions, saying we are, "narrow minded,"—nonsense man. Is it not proof we have good, big, broad minds or would we ever aspire to be on equal footing with such perfect beings as men? Thank kind providence that you are married to the "best woman in the world." Had you some of us, after a quiet little chat on home rule for five minutes, you would wonder if you ever possessed such a thing as a mind. (Dear readers don't be offended, I speak for myself). Have a word to say in governing a nation. We shall have it, but let it be the "power behind the throne." Make your husbands vote your way, if you have one—well, if you want one they are easily got. Why not be satisfied in being rulers of our own little realm—home? We have a king to rule. Oh, I agree with you, a tough customer sometimes, and in all probabilities a few little subjects. If we do all that is required of us to make them the men and women of the future, we do much. Let us be loyal. After almost six thousand years of a trial, although in many cases they have been found wanting, still let us have regard for the good they have done, knowing they are not perfect, but taken as a whole they have done remarkably well—God bless them—almost as well as we could do ourselves, in fact. Think you! Would it be right to dispossess them? [Think of being usurpers, even, worse. Why, we would be as mean as a Burlington scab. Imagine one of our dear boys getting to the end of his division, tired, cold, and hungry, met by a couple or three dirty-faced urchins who call him papa, they call out, "Oh we have lots of fun today, mamma is gone to vote." If women spent their time at voting places as men do, there would be many a disorderly household, more little hungry waifs, many a good man going without even the necessary button. Those who want women to rule, take my advice, keep outside the State of Matrimony. Once there you have given your hand and said I will love, honor and obey, although we might have it changed to say I take you as an equal; that is in keeping with the times. Who among us would or could respect our husbands and think them inferior to us in knowledge. Not one. Those advocates of woman suffrage let them wage war on that biped—man—who makes laws and says we must live by them, without saying by your leave. Don't follow the example of the king of old, for there would be a Pharaoh's daughter some place and a second Moses would destroy your plans. So set out on the war-path, take a cudgel and annihilate them, the only place we can be remembered

of what once held sway here, will be under the canvas of a circus tent, where we can always go and gaze with wonder and admiration on anything so beautiful. When you have fought your good fight and claim to be victors, all march to some western prairie, smoke your pipe of peace and wait for a gentle breeze known as a blizzard to waft your spirits to meet their victims. Once more let the buffalo range the prairie, the shout of the coyote be heard in the distance, the great and free continent go back to its original owners, where the war-dance and tomahawk will once more rule.

A. B. C., a Fireman's Wife.

[If we could make out which side of the question our correspondent meant to take we might attempt some comment.—Ed.]

QUINCY, ILL., October 2, 1888.

To Woman's Department:

I have come to make you another call, my dear readers. The boys are all still standing firm and are getting ready for our fall celebration. I wish you one and all were here to celebrate with us. Bro. Ben Higgins has returned from the Cincinnati Exposition. Bro. Ed. Hendrix has returned from St. Louis, where he went to attend the Switchmen's Convention. Bro. Jack Weeks and Bro. Ed. Valkenburg, of Galesburg, came down to attend the Labor celebration. Bro. George W. Alexander has been spending a few weeks in the country. Bro. Geo. K. Jackson has also been out in the country. Bro. George I. Alexander, with his sister Hattie, has returned home from a pleasant three weeks' sojourn with friends at Carthage. Boys, your Bro., G. I. A., has got a new name; you just call him "Kitty" and watch him smile. Bro. J. I. Alexander and Bro. Joe Sammis went out nutting last Saturday. Bros. Bud Payne, Geo. I. and Willie Alexander, with their little brother Charley, visited the Soldiers' Home Sunday. Bro. Geo. Heath's wife is very sick at her home, corner of Third and Spring streets. We hope she will soon be able to be out again. By the way, the Trades' Assembly will give a ball on the 25th of this month for the benefit of the striking railroad firemen at our place. They expect to have a grand time. I will tell you all about it in my next. Bro. Gus Whitbred doesn't seem to get very poor over the strike. In reading about the Firemen's Convention, which was held at Atlanta, Georgia, I see speeches that were made by Mayor Collier, of that city, and by Governor John B. Gordon, of that State, and the striking engineers and firemen heartily thank them for their noble speeches. Of course we all know that a great many of the boys cannot attend these conventions, but we enjoy very much reading about them. I hope the firemen will again some day hold their convention in Atlanta, and it will give me much pleasure to go and meet that noble Governor of that State. What a grand time you must have all had on that trip. I wish it was so we all could attend these conventions. Farewell.

An Engineer's and Fireman's Sister.

ELMIRA, N. Y., October 15, 1888.

To the Woman's Department:

My husband is a member of Liberty Lodge, No. 242, and receives the *Magazine* regularly. I am an admirer of the Woman's Department and have often thought I would like to write an item for it, but have read so many good contributions that I have felt I should make a failure of it should I attempt. But there is one subject which has never been agitated very much, and which I should like to say a few words about:

While I am a staunch friend of the railroad boys, yet I am compelled to say they have one terrible weakness, which is that of flirting. (That is, many of them.) They perhaps leave the one they claim to love best and most, and whom they say they will some day make their wife, and the first house which they come to some fair creature (whom they do not even know) is shaking her handkerchief and making all sorts of loving gestures, which they very warmly return in the same manner. Many of these very men are actually the husbands of good, true, noble women, who are (perhaps) at the same time at home doing their best trying to clean the dirt begrimed "over clothes" mentioned in the poem of this month. Now you brothers of Rochester Lodge, No. 89, please take warning. But I think I have said enough on this subject, so with many good wishes to the brave boys, I am

An Engineer's Wife.

CHICAGO, ILL., September 24, 1888.

To Woman's Department:

I am going to tell the lady readers of the *Magazine* how I wash the overclothes, and, mind you, I practice what I preach, because I wash myself. I have three small children, and do every bit of my work. When I say that I mean everything that has to be done in the house, but that ain't the washing is it? Well, to begin, I get the boiler, fill it, of course, to the usual notch, and when the water begins to get warm I drop in a lump of sal soda about the size of a walnut, and when hot enough, I start to wash. I wash all my white clothes first, and have two tubs full and you may guess what a wash with three children and an engineer is. While the white clothes are scalding I add some hot suds from the boiler, and put in the tub, and make it quite hot, then drop in the overclothes and wash them. I would not say "thank you" for soaked clothes, and I know I get every speck of grease and dirt out of them, and I am sure the I. C. R. R. boys will say it is true. Now, probably the reader will say, "Oh, she imagines she does," but it is true, nevertheless. Then I let the overclothes scald while I wash the calicoes. Some folks say, "Your husband don't get his clothes as soiled as mine." Now, why should he not? It seems to me he gets them more soiled now than when he was flirting.

I have just been attending to baby, so I must cut this short, as I hear him grumbling again.

Mrs. F. X. DuBois.

For Woman's Department.

THE WRECK.

At morn a brave ship sails away
O'er the sea, on a voyage long,
The gentle breeze sends back the echo,
As the crew burst forth in song;
Long live the good and gallant ship,
Many years may she sail the deep,
A pleasant voyage and a safe return,
While angels their watch will keep.

She has reached the ocean's broad bosom,
Fearless she rides the rolling wave;
Soft, shimmering sunlight above her,
Below, many a dear one's nameless grave;
But see! A storm breaks o'er the waters,
"Man the live boat," came the call,
As the black clouds downward settling
Drape the doomed ship like a pall.

At even, when the silvery moon
Floods with beauty the treacherous sea,
Shines down softly on a tiny child,
It's pure soul in eternity.
Yet, 'tis enough to tell the story
Of the victory the storm king won;
In tears we kneel and strive to whisper,
"Father in heaven, Thy will be done."

—Vita.

HORNELLVILLE, August 20, 1888.

RUNNING TO HEAVEN AS A "WILD CAT."

This thought, as expressed in "An Engineer's Prayer," is rather unique, I think. Suppose all the engineers on your system should start off as "wild cats," making their own time, taking no orders, and having in view no station at which to stop. What would be the result? A very similar one, I think, to the one which may be expected when trying to run through life as a "wild cat;" a free-and-easy start, but a very uncertain ending, somewhere.

The way from this life to the life eternal is a carefully laid track, up grade, with a safe and sure terminus, if we only keep on the right line. The road was surveyed through and constructed by our Great Engineer, who is "the Life, the Truth, and the Way." He made the first trip on this route Himself, alone; tested all the bridges, went through all tunnels and finished all preparation for our safe travel.

He has put up for us a splendid round house at the end of the route, for He said, "In my Father's house are many mansions; I go to prepare a place for you." He has given us a complete "time table," and record of His journey, where we can learn all particulars concerning the road, and what danger signals to look out for.

He will be our "conductor" Himself, and will give His spirit as "train dispatcher," as He said, "Lo, I am with you always, even unto the end of the world;" and "How be it when He, the spirit of truth is come, He will guide you into all truth."

The telegraphic system on this line is perfect, and we can all telegraph to headquarters at any instant, from any point, as He has promised "Whatsoever you ask the Father in my name, He will give it you."

If an engineer were to start his engine out on a line of railroad without looking at his orders, or paying any attention to the signals, he would

be considered too unsafe to be trusted with the lives on his train. Why should it seem more unmanly for a railroad man to take orders from the Grand Master of the Brotherhood of Man-kind than to obey orders from the officers of a lodge of men, no wiser, perhaps, than himself? There was a great Brotherhood funeral the other day. One of the Order had been instantly killed while running a "wild cat." I wish every other member would ask himself the question, "If I were to go in the same way this moment, am I ready?"

Ellen M. Stata.

[The writer of this excellent article has been known to the readers of this Department as "E. M. S.," "Cousin Nell," and "Nellie Stata." She has very sensibly concluded to sign her own name. Hope we may hear from her often.—Ed.]

MILWAUKEE, WIS., Oct. 21.

To Woman's Department:

The boys of Guiding Star Lodge ought to fill a space in their *Magazine*. It must be that they don't feel interested enough to write, or, perhaps, they lack the courage to start. Don't be bashful boys, express your sentiments of the noble Order, as you feel them in your heart. Some one write and sympathize with the poor fellow of Philadelphia, Pa., who signs himself "No Squealer," who does not like to hear of marriages, births, deaths, or, the boys being promoted to the right hand. Now, I think he is very wrong, and I have a faint idea that he is some old, cranky bachelor. I wonder how politics would strike him, or, maybe he would like to have church regulations printed? Try and do something for him. Now, boys, don't let your Lodge, which promises to be one of the largest and best on record, be kept in the shade any longer. Some one break ice.

A Firemen's Sister.

CANTON, MISS., October 20, 1888.

To Woman's Department:

For the past year I have been a reader of that interesting periodical, the *Firemen's Magazine*, and always look forward with pleasure for the "next one," almost as much as to the coming of the "dear fellow" who is kind enough to bring it. Allow me (a stranger) to wish the noble Brotherhood every success, for the sake of "one particular member" of Meteor Lodge, No. 279.

M.

MULTUM IN PARVO.

Go count the sand grains by the sea,—
And from forgotten ages,
I'll count the lines that Silence writes
Adown her glittering pages.

The planets roll their tuneful ways,
Alone the Master heareth.
Then strikes the keys so that their song
To duller sense appeareth.

By winds from heaven's four corners are
Æolian harp-strings smitten,
And every song the poet sings
Is lived before 'tis written.

—Alice O. Darling.

For Woman's Department:

WAITING.

I'm waiting, my darling, I'm waiting—
Waiting in silence alone,
The dews of the evening are falling,
And the bright stars peep out one by one;
The moonbeams fall softly around me,
Bathing the earth in a pale, misty light,
While fondly I list for thy footsteps,
For you said you were coming to-night.

I'm waiting, my darling, I'm waiting,
While the moments pass swiftly away,
My lips they will give the fond greeting—
Oh! tarry no longer I pray;
The night-shadows deepen around me,
The moon hath long since sunk to rest,
Yet I anxiously wait for thy coming,
And will meet thee with loving caress.

I'm waiting, my darling, I'm waiting,
Sad is the lone vigil I keep;
No longer my heart throbs with gladness,
In silence and sorrow I weep;
I gaze on the clear stars above me,
That beam on a world fair and bright,
While I listen in vain for thy coming—
Thy coming, my darling, to-night.

—Mrs. Nellie Bloom.

WEST OAKLAND, CAL., Sept. 6, 1888.

[They are apt to stay out late—some of them. You are very fortunate to be able to express your feelings in poetry. Some women find the most vigorous prose in the English language entirely insufficient.—ED.]

ATLANTA, GA., Sept. 28, 1888.

To Woman's Departments:

Being a constant reader of the *Magazine* for three years I feel that I would like to contribute a few lines to its columns. We were more than delighted to have the "First Biennial Convention," held in our city. We were very much pleased with the delegates and visiting ladies. We endeavored to make their visit as pleasant as possible, and if we failed to make it pleasant it was not intentionally.

"How are you Mr. W. from Peace Lodge, No. 109? The last time I saw you, you were coming down Kennesaw, with your coat off and expressed yourself as being very warm. The delegate's wife from Franklin Lodge, No. 9, would feel very much pleased if she only knew what nice things he told me about her. Well, Mr. W. from Pine City Lodge, No. 81, how did you enjoy the dancing at Marietta? That dance though was not on the programme. Mr. Sargent and wife were ever so agreeable. The last I saw of Mr. Debs he was coming down the mountain with his coat on his arm. I felt real sorry sometimes for some of the boys, they were so far from home, but I have not forgotten the boys near home. Brother Hutton, of Georgia Lodge, No. 245, got here at last, but he had quite a time of it.

He was cut off on account of the wash-out. Bro. Kempf, of No. 245, just did get here in time. Brothers Davidson and Taylor, of Macon Lodge, No. 256, seemed to enjoy themselves at Kennesaw very much. They always had a pleasant word and a bright smile for every one. Brother Davidson especially had a word and a smile. In fact all the delegates were very pleasant, and I know each Lodge will be pleased with the work they did. I would like to say a word about every delegate, for I met most every one, but I can't forget Mr. Bellaire, the one-fingered fireman. It has pleased God for him to be in his condition, but you won't find any of his brother firemen with a pleasanter smile than he. I am glad to see that he is perfectly contented with his lot. I wish all the ladies who are interested in the boys of the B. of L. F. could have seen them marching into Trinity church last Sunday morning. First came the gentlemen who had ladies with them, then came the delegates by two. It was a grand sight to see them going in a body to the house of God. It would have filled your heart with joy. I hope to meet some day all of them again. I think those lines of poetry written by "A Fireman's Sister," of Peace Lodge, No. 109, in the September *Magazine* are just beautiful. I, like "Lizzie Marks," think also for the deservings to use our real names is a matter of serious consideration.

Come, what do you say about it, ladies? It is quite sad about Mr. Grant Hill, of Tried and True Lodge, No. 361, and those lines dedicated to him by Mrs. Henry B. Jones are very pretty. I trust that the delegates reached their homes safely. I regret some of them left ill before the convention closed. Let us hear more from the Ladies' Society B. of L. F. I am sorry we have not got one here and I hope we will have one some day, but we enjoy reading about your societies. I remain

One of the "Brotherhood's"

Unfortunates.

THE KING'S CUP.

A higher honor now is mine
Than aught of earthly joy can bring;
I hold within my hand to-day
A royal mandate from my King.

He bids me come and share with Him
A cup he came from heaven to drink;
A cup his Father gave to Him;
And shall I from partaking shrink?

When lonely through a weary way
I'm by a shadowed pathway led,
'Tis but a task of His full cup
Who "had not where to lay His head."

Whatever care this life can bring,
Whatever trial, pain or loss,
'Twill be but joy His cup to taste
Who bore for me the dreadful cross.

Lord, give me strength to share Thy cup,
And learn the lesson to obey;
Then shall a baptism of Thy grace
Cleanse all of self and sin away.

Nellie Stata.

FIREMEN'S DEPARTMENT.

Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

DECEMBER, 1888.

ATLANTA, GA., September 21, 1888.

MR. EDITOR:—As the Convention of the Brotherhood in Atlanta is a thing of the past and has gone into history, I thought it might encourage the members of the Order to know the impressions made upon our citizens by the delegates.

1. The first impression that caused universal remark was that the Convention was composed of *an unusually fine looking body of men*. Everywhere it was said that those firemen were gentlemanly, courteous and well-informed. Indeed they were favorably compared with a body of preachers, especially in the interest and watchful attention displayed by them at church on Sunday. Dr. Lee himself said he had not had better attention by any body of men whom he had ever addressed.

2. A favorable impression was formed upon our temperance people that the Convention was composed largely, if not entirely, of non-drinking men. A high compliment was paid by a saloon keeper who said there was less money left in his till by this convention than any that had been held here for years. I congratulate the Brotherhood upon the growth of temperance in the Order. May the time come when in its majesty the Brotherhood will refuse to admit to its ranks any but teetotalers.

3. A good impression was formed upon the Railroad Young Men's Christian Association, by the large number of delegates who held tickets in Christian Associations in various portions of the country. Mr. Editor, is it not a thing to be devoutly wished for when every Brotherhood man will not only be moral in a *passive* sense, but will be *positively* Christian in his life, work and influence?

4. A good impression was made upon our church people by the respectful decorum of the Brotherhood in their attendance upon divine services. As a rule railroad people have few church privileges. Their business often carries them away from home just at the time when church services are held. This makes it difficult

for the railroad man to secure the Christian culture that comes from hearing instructive discourses from the pulpit. I believe, Mr. Editor, that we, as railroad men, too often absent ourselves from the house of God when we might as well be present. The habit of non-attendance is easily formed. However, the Brotherhood, while in Atlanta, demonstrated their power of attention when at church, and, as I said, made a fine impression upon the church people.

There are many other things which I could say in this connection, but I forbear, fearing that this letter may find too prominent a place in the waste basket. Asking you to convey to the Brotherhood, and to the delegates to the last convention especially, our kindest regards and pleasant remembrances, I am, sir, with assurances of respect yours for the physical, social, intellectual and spiritual improvement of railroad men.

W. R. Bosard, R. R. Sec. Y. M. C. A.

RAT PORTAGE, ONT., October 9, 1888.

Editor Magazine:

Please find enclosed money order for \$105.50, that being the amount of the donation of Unwin Lodge, No. 305, to our gallant brothers on the "Q," for the month of September. By this you will see that while we were at Atlanta legislating for the good of our noble Order our brothers at home were not unmindful of their duty, but like true Brotherhood men fulfilled their obligations to the letter. By this action they have furnished further proof of their fidelity to the Order, and that the purpose of the C, B. & Q. corporation to crush out of existence the Brotherhood of Locomotive Firemen is a signal failure.

Your special assessment for October is to hand and I trust every brother will respond. At this point we shall make a donation in addition to the assessment for October, and I hope all our brothers who are able will do the same.

Chas. Unwin.

It affords us more satisfaction to publish the foregoing letter from Bro. Unwin than we can readily express. Unwin Lodge, No. 305, has eighteen members all told, and yet they forward a voluntary contribution of \$105.50, an average of \$5.86 to the member, for the month of September, will pay the assessment (\$5.00) for October, and promise another donation for this month. This we regard as a testimonial of appreciation of the Brotherhood challenging admiration. It is not only fealty to the Order, fidelity to obligation, but displays such intense devotion to the principles upon which the Brotherhood is founded as would, were all the members animated by the same devotion, make the Order invincible and prosperous beyond computation. The eighteen members of Unwin Lodge are not as well paid as many of their brothers in other places and on other roads, and yet they set an example of liberality and interest in the welfare of the Brotherhood worthy of the highest praise.—[ED. MAGAZINE.

COGITATION AND INTERROGATION.

BY SWITCH.

MR. EDITOR:—I see by the pages of your valued *Magazine*,

That your stock of rhymes does not equal that of prose;

So I thought I'd take my pen, and though a little green

At the business, ask if you suppose

That the men who corner wheat,

Who make dear bread and meat,

Would believe, if they were told,

That their crime-gotten gold

Would yet jingle out their knell,

When they are dead and gone to—hades?

As to the "jingle," we have no doubt of the mournful and dirge-like character of its racket, but with reference to the final station of the "remains" we prefer to be non-committal—though "hades," we should think, their proper residence.—ED. MAGAZINE.

MR. EDITOR:—I am only a fireman; I have no *Alma Mater*,

Except the district school, which, *sub rosa*, I tell you—

But though no LL. D., I am a commentator

On a work called "The Strike on the C., B. & Q."

I have seen a hundred cabs,

Filled with drunken scabs,

While wreck and disaster,

Followed fast and followed faster.

And now, I want to ask, if you believe the statement true,

That the devil has a mortgage on the C. B. & Q?

It is generally conceded, we believe, that his cloven-footed and royal fork-tailed highness, goes up and down in the earth seeking whom he may devour, and it is possible that he has gobbled the C., B. & Q. Certain it is, that his agents, the Pinkertons, are running the business.—[ED. MAGAZINE.

MR. EDITOR:—As a locomotive fireman, a grim Knight of the Scoop,

I devote some of my leisure to the consideration Of Brotherhood questions, and I favor with a whoop,

The plan we've concocted to secure federation.

With such an alliance

We can bid defiance

To men whose ambition

Is to degrade our condition.

And just here, I want to ask you, answer if you please,

When the federation flag will be unfurled to the breeze?

Well, the flagstaff and the flag are ready and the breeze is blowing, and we are of the opinion that the unfurling will not be unnecessarily delayed.—[ED. MAGAZINE.

MR. EDITOR:—"For the good of the Order," permit me to say,

I am greatly in love with our splendid Brotherhood;

I am willing to fire an engine, to pray and to pay, And to work for success, where it will do the most good.

Car loads of good intentions,

Resolutions and Conventions

Are all right in their way,

But when it comes to pay,

I ask you, Mr. Editor, if you don't most admire the looks

Of the locomotive firemen who STAND SQUARE ON THE BOOKS?

It must be admitted that the fireman who

"stands square on the books" is a mighty good looking man. In a gold mine he would be called a "nugget;" in the sea, a "whale;" among mountains, a "Pike's peak;" in the forest, a "mighty oak," in an orchard, the "sweet apple tree;" in a team, a "a wheel horse;" and in the Lodge, a man who will "work where it will do the most good."—[ED. MAGAZINE.

TEMPLE, TEX., October 7, 1888.

Editor Locomotive Firemen's Magazine:

On the day after the close of the great feast, which is called every second year by the people of the B. of L. F., for the choosing of chief rulers and the making of new laws, there did depart from the city of Atlanta in the land of gubers, a vast congregation, who had there gathered from the four winds, to have a great conference.

This vast army of valiant men who had been chosen by their people of the rock-bound Atlantic, the snow-clad far north, the sunny slope of the Pacific, the orange-blossomed, cotton-sprinkled region of the far south, were men of great wisdom sent to attend to the wants of their people at this mighty conference.

This feast having closed on the 19th day of the month called September, on the next day they did depart in magnificent chariots drawn by a mighty steed of iron and fire to carry to their people the glad tidings of peace and good will that had there been told to them by their chief rulers and wise men.

When this great train of chariots did arrive at the city of Chattanooga, which lies over against Mount Lookout in the land of the moonshiner, there did depart from them seven of their wise men, and two women being the wives of two of these men, whose journey did not lay in the direction taken by the great army, but over to the south towards the setting sun, in the land of the long-horned steer and the cotton-picker.

These then did journey a night and a day and did then arrive at the city of St. Louis, on the great Father of Waters, where they did rest four and twenty hours to prepare for their journey to their land which lay about two days and nights' journey by chariot in the far south. After having partaken of refreshments and having rested for an whole night and a day there, did six of them continue on their journey about the third hour of the night. These six were by name, Dean, of Ft. Worth, which lies on the plain over by the side of the great desert; Wardlaw, from Palestine, over about a day's journey, to the eastward of Ft. Worth, in the land of the great pine timber; Boyd, of the city of Temple, about one-half day's journey to the south of Ft. Worth; Humphrey, of San Antonio, which lies on the great plain to the southward, about a day and night's journey; and "Eccentric Strap" who is surnamed Schmidt, with his wife, from Galveston, which is many miles to the south, on an island, the home of multitudes of fishes and frogs and all manner of creeping things, and where a great many vessels do land with divers things from many nations, and these six did take

upon themselves again the burdens of their journey and continue with great joy, inasmuch as they were nearing their homes, the land from which they had departed. But when they were yet a great way off there did arrive a messenger that did inform them that inasmuch as there was a great pestilence which was a mighty scourge, devastating the land to the far east from which these men were returning, lo, and behold! the chief ruler of their land would not suffer them to enter and return to their homes, but would make them to stay over against the boundary lines, and cleanse themselves and remain there until the chief physician of the land did permit them to enter.

This did fill their hearts with a mighty sorrow and perplex them sore, and they did confer one with another about this great calamity which was about to befall them, but they being men of great courage, did set their faces to their journey, and push resolutely on until they did arrive at Caddo, which is on the hill in the land of the Choctaw, about an hour and an half from the boundary lines of their country. At this city there did come an emissary from their land who was of great size, being of about an cubit and an half measure around the waist and clothed with great authority from the chief ruler and the chief physician of their land, overtake their train and proceed to ask them divers questions from those who were journeying in that direction to see if any of them had been in the land which was being distressed by this great pestilence.

Now, these six did know that by lying and deceit they could evade this emissary and so reach the confines of their land, and the temptation was great and pressed them sore, but truth prevailed and they did answer truthfully from whence they came.

Then did this man who was clothed with authority take them off by the wayside just over beyond Red river, and did leave them in a pasture with an herd of cattle and continued on his way, saying "I will return after a few hours with a chariot and horses and take you to a place of safety and shelter." This was about the ninth hour of the night and there did they tarry among the herd of long-horns until about the second hour of the day when this man did return in an chariot and with him the chief ruler of the city of Dennison, which is near the place where they were commanded to tarry.

This chief ruler whose surname is Tone, was a just man and when he did see these who had been halted, he had compassion on them and said: "Fear not, but eat and drink, and I will send a messenger with great speed, which is by wire, to the chief physician, and shall ask him to let ye proceed on your journey in peace." But the chief physician fearing lest this great scourge be brought among his people, carrying death and destruction over the land, forbade him to let them enter. This chief ruler then did bring with him incense and wine and many good things to eat as a peace offering, and did also bring two men, one to prepare the food for these

travelers and an armed man of great courage to defend them against the wild beasts and lawless men, and here did they remain an half score of days until the chief physician did permit them to depart, saying: "Ye are clean and now can ye depart and seek your homes."

They then, did five of them, journey on to Ft. Worth, on the plain, one remaining to go to the eastward, there did three of these stop and two continued on to the south. These three were one that did dwell in that city, and "Eccentric Strap," who is surnamed Schmidt, and his wife, who did tarry for a while at Ft. Worth to hold a council of the men who had sent their leader to the far-off country and there did they tarry for two days and in the evening of the second day did they hold a council at which the man from the city on the island in the south, did by request of him who was sent from the city on the plain, deliver to them an account of all that had transpired at the great conference, and the men were exceeding well pleased and did say as with one voice, "We shall do these things even as our chief rulers and wise men at the great conference, did command us." Then did he rest with his wife about (12) twelve hours, and continue on his journey as far as Temple, about an half day's journey to the south, where he did stop and say: "Inasmuch as the city on the island has not brought health unto me, therefore will I no more live in that city, but shall dwell here to the north trying to do good for this great people who did hold this great conference."

Southern Cross.

WINNEPEG, ONT., October 3, 1888.

MR. EDITOR:—The Correspondence Department of our popular *Magazine*, has not thus far contained any notice of Superior Lodge, No. 225, an omission, which, with your permission, I will remedy the best I can. Our brothers of the pick and scoop take great interest in the many experiences of their brethren as they appear in the *Magazine* and it is presumed that the members generally are glad to hear from the various Lodges of the Order. Since the hauling in of last season's grain, work on the C. P. R. R. has considerably slackened, and promotions are few. Bro. Tommy Drummond, who occupies the right hand side of engine No. 25, has symptoms of matrimony, with every indication that the malady has taken a firm hold upon his heart, and that it will prove fatal. The C. P. R. R. is putting on six-wheel moguls, having sufficient power to haul twenty coaches, and they have attracted great interest.

Yours,

Headlight.

STEVENS POINT, July 24, 1888.

Editor Firemen's Magazine:

Golden Rule Lodge, No. 131, B. of L. F., have had their hall newly papered and painted, and fixed up in O. K. order, and have also received new regalias from Zaiser & Stegman, with which our members are highly delighted, and who take great interest in the good work of our Order.

R. J. Luran.

TEMPUS FUGIT.

O, Lord! how quick the seasons fly!
The months and years roll quickly by
With never ceasing tread;
We scarcely note the flight of time
Until, quite like my simple rhyme,
We're numbered with the dead.

It does not seem so long ago
Since I myself toiled to and fro
Upon the fireman's side,
And yet, my boys, 'tis many years
We've passed since then 'mid smiles and tears
Upon life's stormy tide.

No Brotherhoods lived in those days,
And engineers had curious ways
Of grinding firemen down;
They were the lords of life and death,
We feared to speak above our breath
In danger of their frown.

The engines were the daisies then
For crucifying lazy men
Who wrestled with the blocks;
We struggled hard to keep them clean,
And rubbed and scrubbed to raise a sheen
O'er metal rough as rocks.

The domes, the bell, the bands of brass,
Looked in the sunlight like a mass
Of yellow burnished gold;
The jacket, cab and stack, likewise
Were cleaned so scrutinizing eyes
Could not a stain behold.

At last, thank God! came glorious news,
To paint the brass as black as flues
Long shaded with the smoke;
And soon "black crooks" were all the rage,
And pride gave way to reason's age,
And lighter felt our yoke.

I never knew a handsome girl,
With languid eyes and teeth of pearl
To give me half the joy,
As when I witnessed Number Three
Roll out all painted black for me,
I was a happy boy.

"His nibs" upon the right felt sad
And blubbered out: "It is too bad
To blacken up the brass."
I pitied him, I did indeed—
Such pity as he didn't need—
The sad, forlorn ass.

I laughed, I roared, I braved his sneers,
I cried: "The devil dry your tears,
You poor old dotting calf;
If you had got to scour like me
Your portly paunch would quickly be
Reduced at least one half."

The acid bottle got a kick,
The rotten stone was tumbled quick
To Beelzebub's domain;
The water-line and lamp black, too,
Soon followed suit, and went from view
'Mid songs of glad refrain.

Myself and seven stokers more
Then read the burial service o'er
The fireman's luckless kit;
We danced in joy an eight-hand reel,
And beat good time with toe and heel
Upon it in the pit.

Ah, well, perhaps some future time
I'll write a retrospective rhyme
And tell you what I know
About the silvers and the tongs,
Blood blisters, flirting, fun and songs
Of days of long ago.

—Shandy Maguire.

SPRAGUE, W. T., October 13, 1888.

Editor Magazine:

No. 133 is still in existence and in a flourishing condition, regardless of the quite trying circumstances with which we have had to contend within the past year. The principal cause of our hard "pull" was the loss of so many of our old members, all of whom were good and earnest lodge workers. But it is the rule the world over, although greatly to our displeasure, as they were promoted to the "right side" and became full-fledged "Eagle Eyes," they had to give us the slip to join the B. of L. E. Among the withdrawals were Bros. Bruce, (our former Master), McElligott, Morgan, Abbott and Swain, and by the way, I learn we are to lose a few more before long, but to counter-balance our profit and loss, we are going to take in some of the gentlemanly-appearing young men who are faithful wielders of the scoop and sympathizers with our Order, so our books will show an increase or profit in number of members if it has to stand the loss of experienced workers. Bro. Lee Clinton has returned from the Convention all "O. K." and is looking none the worse for the long trip he had. Lee's report was short and concise but the sum and substance of all questions discussed were thoroughly explained, and the report was satisfactorily accepted by the Lodge. There was a very sad accident near Hope, in our division, in which Bro. Craik, of Lodge 170, was killed, also a brakeman, while Craik's fireman sustained severe injuries which will perhaps cause death. The collision was caused by the train dispatcher (who has not been seen since) not giving the work train notice of the extra west, which was trying to make a side track 4 miles west of Hope, against a passenger train. To add to the terror of the collision, the boiler of Craik's engine exploded and totally demolished everything near it. Bro. Frank Kilby, of Lodge 191, who had his right leg run over by a freight train, had his left heel amputated on account of a severe bruise. Bro. Houghton was married on the 25th of September and is now quite a different "fellow." We extend our hearty congratulations to the happy couple and wish them a long and happy life.

H. C. M.

RAT PORTAGE, ONT., October 10, 1888.

Editor Magazine:

Hope it will be agreeable for you to devote a little space to Unwin Lodge, No. 365, or rather to a few of its gallant members. Bro. J. J. Sheridan has been up to Buffalo Lake on a hunting tour. He returned with a goose and duck, and says the scenery is fine in that country. Bro. Perry is to jump the broomstick October 16th, after which it will be love in a cottage. Bro. Glasford has returned from his bridal tour to Bamp Springs in the northwest, and his friends wish him and his bride a long and happy life. Bro. Puller, of Northern Light Lodge, No. 127, has gone to Ontario, and the guess is that he will return with a partner for life.

Success.

For the Magazine;

"DOCK."

DEDICATED TO THE MEMORY OF A. L. HARTSOUGH.
In a pleasant home one autumn night,

With a heart filled with fear and pain,
Sat a mother there with her children bright,
Secure from the storm and the rain.
As she thought of "Dock" out on the rail,
Her face looked sad and her lips turned pale,
And a deep gloom to her anxious fears
Was brought by the sound of the rainy tears
As they beat on the window pane.

As the hands of the clock turned slowly round
Till the midnight hour was past,
She listened, longed for the welcome sound
Of the whistle's echoing blast.
But the track was slippery and "Ninety-eight"
Had left "The Bluffs" some two hours late,
And little the fireman and engineer
Dreamed of the frightful disaster near,
To which they were running so fast.

And something a warning seemed to bear
To the fireman's anxious wife,
As she plead with God in earnest prayer
In behalf of her husband's life.
And when the shadows were chased away
By the light of another coming day,
The news of the wreck to her was brought
With as much of pain and anguish fraught
As the thrust of a cutting knife.

Her prayer was answered, at least in part,
For when she was over the shock
She learned, to the joy of her aching heart,
The worst had not happened to "Dock."
Though scalded by steam and bruised and sore,
They brought him back to his home once more;
But the engineer had met his fate
When the bridge gave way with "Ninety-eight"
That morning at three o'clock.

'Twas hard to see such a man as he
Laid up for months on the shelf,
With no support but his wife, and she
Unable to do much herself.
To think of the little mouths to fill,
Of the clothes to buy and the doctor's bill,
The cobbler would scold, the landlord growl,
The grocer complain and the butcher scowl
And say he must have his pelf.

Little by little his strength returned,
But he never again could stand
Where the black and dusky diamonds burned
When thrown by his brawny hand.
He never could handle the pick and scoop
As he used to handle them, nor stoop
To clean the ash-paen while they would wait
For a passing train a little late
As it rumbled over the laud.

An effort at this and a trial at that
Was sufficient to prove that he
Must find some kind of work to go at
Where his task would easier be.
The company gave him a steady job
As hostler. His heart with a warmer throb
Beat gladly to see the wants supplied
That for weary months had been denied,
And again he was light and free.

Many the time in his daily run,
With a smile upon his face,
He would shout to his children, who, in fun,
Would try to run him a race.
Sometimes, in fancy, I see him yet,
With his face begrimed with dust and sweat,
And the little ones would laugh and shout
As he swung his blackened cap about
Or made some clownish grimace.

I saw him again, with bated breath
And eyes that were growing dim,
As he neared the shadowy vale of death
Where the boatman waited for him.

And when from the pulpit his name was read,
As one who sleeps in the ranks of the dead,
My heart was filled with sorrow for those
Whose cup with the dregs of bitterest woes
Was filled to the very brim.

But He who heeded the widow's mite
Will never reject the prayer
Of those who trust in His power and might.
And seek for protection there
A struggle, perhaps, for a few short years,
Mingled with hardships, trials and tears,
At last to gain that better part
Laid up for the good and pure in heart
In a mansion bright and fair.

—Gro. W. Hall

MOBERLY, Mo., October 6th, 1888.

MR. EDITOR:—Again death has invaded the ranks of Anchor Lodge, No. 54, and robbed us of a worthy and esteemed member. Again we are reminded of the uncertainty of life, and the importance of living so that when we fall in the battle of life, we will be entitled to admission in that Grand Lodge above.

This time it is Bro. L. H. Kettler, who, with his engineer, Mr. G. W. Hendricks, went down in a tangled wreck at Bridgeton, Mo., September 19th, caused by a defect in a split switch. The engine kept the main line and the tender took the side track. Eleven cars were piled up in a space of one hundred feet and both engineer and fireman were wedged in between the tender and boiler-head. The water-glass bursted and the steam from it played on their remains. They were under the wreck seven hours. They died a horrible death. They have joined the silent majority and gone the road from whence no traveller has yet returned.

In the death of Bro. Kettler, the Brotherhood loses a faithful member, his associates a true and steadfast friend; his aged father and mother an affectionate and dutiful son and his brothers and sisters a kind and loving brother. He had been home to Washington on a visit and it was just ten days from the time he left home to return to Moberly, until his remains were taken back to his sorrowing relatives.

In behalf of Anchor Lodge, No. 54, I desire to extend our sincere and heartfelt thanks to those who so kindly assisted in caring for the remains of our deceased brother. And to the officers and members of Potomac Lodge, No. 7, for the generous and noble part they took in laying our deceased brother in his last resting place.

R. A. Bladrs.

RICHMOND, VA., October 22, 1888.

Editor *Locomotive Firemen's Magazine*:

The 21st of October will long be remembered by the members of Lee Lodge, whose privilege it was to enjoy the honor of a visit from Grand Master Sargent, and Grand Secretary and Treasurer E. V. Debs. We enjoyed their discourses very much and regret that their time was so limited. With such whole-souled men at the helm it is no wonder the B. of L. F. has risen to the position it now holds. Hoping to be honored again with a longer visit, is, I know the wish of all members of No. 275.

W. A. G.

That Riley o' Ours. (James Whitcomb.)

PHILADELPHIA, PA., November 5, 1888.

MR. EDITOR:—Said Eugene V. Debs to the writer some years ago: "If you ever come in the neighborhood of Riley, why just call on him and say, do you know Debs?" Well, happening in West Chester the other day I saw him billed to talk to the Teachers' Institute of Chester county, Pa., say four hundred and fifty, nearly all school marms, and besides, my friend, "P. M." poet laureate to the West Chester *Local News*, had been chirpin' Riley lays so long and was just a "dien" to meet him, it was agreed I should try an interview and if I got bounced, then he would not try, but if I didn't, then I was to whoop for him. So with fear and trembling and almost overcome with my usual and excessive modesty, I sent up my name. Said the messenger who took it, "He says he does not know you, but come up." I went. Says he to me, "How do you do," just a little stiff and freezin' like. When I made my introduction it was "pretty well. Do you know Eugene V. Debs?" Well you should have seen the stiffen' and freezin' come out! "That's enough. See that paw? And you know Debs? Well, just put it there and shake." Then he became confidential like, because he was frightened, it bein' leap year and he a bachelor, and that fact must be kept quiet. So he arranged to have his show start before time, and with two guards he went to the hall. A carriage stood at the door, he was rushed out of the hall by nine and a half o'clock, into the train and off for New York, one of the guards accompanying him some sixteen miles on his journey. He reports having recovered his breath, and his last words as asking, "Am I safe?" Riley stopped for a two days' rest at the Turk's Head hotel, where most of the school marms were registered. And that's what's the matter with him. When I whooped and told "P. M." he was safe, he just humped for him and this is the way he puts it:

OF THAT RILEY.

I had often heard of Riley, and they spoke of him so highly,
That I wanted bad to see him and to shake him by the hand;
For to me his words so simple bring into my face a dimple
That I fail to have when reading poets hard to understand.

For he writes of hearts so simple and which beat without a wrinkle,
Of the false we find so often in the breast of human kind,
That I longed to grasp his digits and to make him feel I meant it
When I took him by the latchet which they call the human hand.

There's so much in human nature that is given o'er to feature
In the way we do our talking and the way in which we move,
That I'd cherish the reflection and the pleasant recollection
Of the cloudy night I met him 'round the homely wayside stove.

Yet the sunshine of his nature seemed to vanish like the vapor

When I saw him seated inside with a high silk polished hat;
(I expected just to see him with a broad-brim kerchief near him.)
With a cuspadore close by him into which he chose to spat;—

Instead, he'd patent leathers and with fixin's and fine feathers
He resembled more the cleric than a Hoosier of the West,—
Yet I felt that one so honest in his doggerel or sonnet
Couldn't help but be the Riley, from polished hat to vest;

And I grasped his hand and shook it and I felt it when he spoke it
That he "was t'arnal glad to meet me, en' to see me lookin' well;"
And when I said he minded me of parson, priest and vestryman,
He dropped his quid of fine-cut and you ought ter heered him yell.

Oh, but the school marms are mad, and he such a catch, and leap year too. He had better give West Chester and the Teachers' Institute a wide berth in future leap years.

*One of the Guards.***As Others See Us.**

MR. EDITOR:—We copy from *Scribner's Monthly* for November the following in relation to the men on the locomotive: "The locomotive engineer is the popular 'hero of the rail,' and the popular estimate is substantially just. Others have to brave dangers and perform duties under trying circumstances, but the engine runner has to ride in the most dangerous part of the train, take charge of a steam boiler that may explode and blow him to atoms, and of machinery that may break and kill him, and try to keep up a vigilance which only a being more than human could successfully maintain. He must be a tolerably skilled machinist—he cannot be too good—and have nerves that will remain steady under the most trying circumstances. If running a fast express through midnight darkness over a line where a similar train has been tipped off a precipice (and a brother runner killed) by train wreckers the night before, he must dash forward with the same confidence that he would feel in broad daylight on an open prairie. But he does not "heroically grasp the throttle" in the face of danger, when the throttle has been already shut, nor does he "whistle down brakes" in order to add a stirring element to the reporter's tale, when by the magic of the air-brake he can, with a turn of the hand, apply every brake in the train with the grip of a vise in less time than it would take him to reach the whistle pull. When there is danger ahead there is generally just one thing to do and that is to stop as soon as possible. An instant suffices the shutting off steam and applying the brake. With modern trains this is all that is necessary or can be done. Reversing the engine is necessary on many engines, and formerly was on all; this would, in fact, be done instinctively by old runners, in any case, but this also is done in a second. After taking these measures there is nothing for the

engineman to do but look out for his own safety. In some circumstances, as in the case of a partially burned bridge which may possibly support the train even in a weakened condition, it may be best to put on all steam. The runner is then in a dilemma and a right decision is a matter of momentary inspiration. Many lives have been saved by quick witted runners in such cases, but there is no ground for censure of the engineer who, in the excitement of the moment, decides to slacken instead of quicken his speed. The rare instances of this kind are what show the value of experience, and of men of the right temperament and degree of intelligence to acquire experience lessons readily.

"But the terrible cloud constantly hanging over the engineer and fireman of a fast train is the chance of encountering an obstacle which cannot possibly be avoided, and which leaves them no alternative but to jump for their lives, if indeed it does not take away even that. To the fact that this cloud is no larger than it is, and that these men have sturdy and courageous natures must be attributed to the lightness with which it rests upon them. On one road or another, from a washout, or inefficient management, or a collision caused by an operator's forgetfulness, or some one of a score of other causes, there are constantly occurring cases of men heroically meeting death under the most heartrending circumstances. Every month records a number of such, though happily they are not frequent on any one road. The case of Engineer Kennor, a year or more ago, is a typical one. Precipitated with his engine into a river by a washout which the road-master's vigilance had failed to discover, his first thought, as zealous hands tried to rescue him, was for the safety of his train; and forgetting his own anguish, he warned those about him to attend first to the sending of a red lantern to warn the following train against a collision. The significance of facts like this is not so much in the service to humanity done at the time, or even in the example set for those who shall meet such crises in the future, but rather in the evidence they give of the firm and lofty conscientiousness that inspires the every-day conduct of thousands of engineers all over the land. As has already been said, the critical occasions on which engineers are supposed to be heroic often allow them no chance at all to be either heroic or cowardly, and their heroism must be, and is, manifested in the calm fidelity with which they, day after day and year after year, perform their exacting and often monotonous round of duties while all the time knowing of the possibilities before them.

"On the best of roads a freight train wrecked by a broken wheel under a borrowed car may be thrown in the path of a passenger train on another track just as the latter approaches. This has happened more than once lately. No amount of fidelity or forethought (except in the make of wheels) can prevent this kind of disaster. There is a constant danger, on most roads, of running off the track at misplaced switches, many

switches being located at points where the runner can see them only a few seconds before he is upon them; but the chance is so small—perhaps one in ten or a hundred thousand—that the average runner forgets it, and it is only by severe self-discipline that he could hold himself up to compliance with the rule which requires him to be on the watch for every switch-target as long before reaching it as he possibly can. He finds the switches all right and the road perfectly clear so regularly, day after day, and month after month, that he may easily fall into the snare of thinking that they will always be so. But, like other trainmen, the engineman finds enough more agreeable thoughts to fill his mind, and reflects upon the hazards of his vocation perhaps too little.

"The freight engineman's every-day thoughts are largely about the care of his engine and the perplexities incident to getting out of it the maximum amount of work with the minimum amount of fuel. The constant aim of his superiors is to have the engine draw every pound it possibly can. To haul a train up a long and steep grade when the cars are so heavily loaded that a single additional one would bring the whole to a dead standstill requires a knack that can be appreciated only by viewing the performance on the spot. Failure not only wastes time and fuel (it may necessitate a return to the foot of the hill or going to the top with half the load), but it raises a suspicion that some other runner might have succeeded better. The runner whose engine "lays down on the road" (falls to draw its load because of insufficient fire and consequent low steam-pressure) is liable to the jeers of his comrades on his return home, if not to some sharp inquiries from his superiors.

"The passenger runner's greatest concern is to 'make time.' Some trains are scheduled so that the engineman must keep his engine up to its very highest efficiency over every furlong of its journey in order to arrive at destination on time. A little carelessness in firing, in letting cold water into the boiler irregularly, or in slackening more than is necessary where the right to the track is in doubt for a few rods; these and a score of similar circumstances may make five minutes' delay in the arrival at the terminus and necessitate an embarrassing interview with the train master. A trip on a crowded line may involve watching for danger signals every quarter of a mile and the maintenance of such high speed that they must be obeyed the instant they are espied in order to avoid the possibility of collision.

"The passenger runner finds himself now and then with a disabled engine on his hands, and two or three hundred passengers standing around apparently ready to eat him up if he does not remedy the difficulty in short order. Often in such cases he is in doubt himself whether the repairs necessary to enable his engine to proceed will occupy fifteen minutes or an hour. This, with the knotty question of where the nearest relief engine is, causes the brow to knit and the

sweat to start, and to the young runner proves an experience which he long remembers.

"The locomotive firemen, who has not been directly alluded to, is practically an apprentice to the engineer, and, like apprentices in some other callings, has a good deal of hard work to do. He generally has longer hours than the engineer, as he has to clean a portion of the polished brass and iron work of the engine. He has to throw into the firebox several tons of coal a day, and gets so black that his best friends would not know him when washed up. Those who begin young and are intelligent, and conserve their strength, are at length promoted to be engineers. The firemen's twin brother is the "hostler," who is employed at the larger terminal to get the iron horse out of its stable, lead it to the watering place and feed-trough (coal bin), and harness it to the train."

Excelstor.

Sympathy for the "Q." Strikers.

MR. EDITOR.—A word of sympathy and encouragement for the members of the B. of L. F. who so manfully fought for justice on the "Q." The thousand and one daily frets and annoyances of life should be borne with patience, and, as far as possible, with cheerfulness. The act of the men who struck February 27, was heroic and will bear fruit that will be a blessing to working men. Every man should be able to say, "I have had good at the hands of God, shall I not now bear evil quietly? I will say my pain as well as my pleasure comes from God's loving hands." It will be found when we thus realize God's work the spirit becomes calm under trials and that the calm of the spirit spreads to the intellect. We wait not inactively but are on the watch. We believe God has sent all discipline, even petty trials for our good and growth, and awaiting the inevitable a time comes when a noble impatience does its work, and in behalf of the men we say to the "Q." manager, H. B. Stone, "We have no notion now of bearing what we can avoid; of folding our hands in ignoble patience. We accept the trial whatever it may be, with the patience which produces labor, and the end is that we are not overcome of evil, but that our lives and our work will give the lie to traducers."

The good began by you shall onward flow
In many a branching stream, and wider grow.
The seed that in these few and fleeting hours
Thy hands unsparing and unaided sowed,
Shall deck thy grave with amaranthine flowers,
And yield the fruits divine in heaven's immortal
bowers.

Harry Reliant.

CORNING, OHIO, October 13, 1888.

Editor Magazine:

Old Guard Lodge, No. 110, is in first rate condition, and we are all glad to notice what the *Magazine* is doing for the "Q." boys, as they have stuck together like brave men, and they need to be held up for the good they have done for themselves and for the Brotherhood.

J. R. G. has lost his run to the flour mills, but says he is happy and just back from Georgia.

The boys here are all well pleased, as a few of them are getting to the front, and this fact and the general prosperity of our Lodge I regard as worthy of a place in our *Magazine*.

C. P. Tolline, Secy.

We think it quite possible that the venture of the C., B. & Q., to import locomotive engineers from England to take the place of the men who left its service last February, because of the contemptible policy and cruel injustice of the managers, has never been fully understood. The C., B. & Q. advertises in the London papers for 500 to 1,000 first-class engineers for the service of the Chicago, Burlington & Quincy company. They were wanted to open a new road 1,200 miles long. The inducement offered was £200 (\$1,000) at the end of the first month as a bonus, pay at \$5 per day and board and lodging for a year, and \$1,000 at the expiration of the year for the purpose of returning to England, or in place thereof, payment of all expenses of bringing each man's family to this country. It is in order to tabulate the figures just to see what expense the C., B. & Q. magnates were willing to incur to beat the faithful employes. It is related by a Mr. Cuff, one of the imported engineers, that 246 first-class engine drivers responded to the advertisement; that before leaving London they were given \$120 each, and upon their arrival at Boston \$60 each was distributed. With these figures in view we can approximate results as follows:

Paid 246 engineers in London, \$120 each . . .	\$29,520
Paid 246 engineers in Boston, \$60 each . . .	13,700
Paid 246 engineers in bonus after one month's work \$1,000 . . .	246,000
Paid 246 engineers at the close of the year \$1,000 each . . .	246,000
Paid board and lodging of 246 engineers 1 year, say \$5 a week each . . .	64,000
Paid 246 engineers imported, wages in excess of amount demanded by old employes, 1 year of 200 working days . . .	120,700
Total	\$721,240

BROTHER CHAS. COWDICK, No. 221 East 126th street, New York City, has on hand 1,000 copies of the Programme of the First Biennial Convention of the B. of L. F., which he desires to dispose of as early as possible, and offers special inducements to purchasers. Any person sending him postage stamps to the amount of 50 cents will promptly have a copy of the *souvenir* mailed to his address, and Lodges of the Brotherhood can have them upon the same terms. The book is beautifully bound and contains a concise history of the Brotherhood, together with biographical sketches of the Grand officers of the Order, together with admirable engravings of each. The book makes a beautiful center table ornament, and as it is now offered at the nominal price of 50 cents should be in the possession of Brotherhood Fireman.

ATTENTION MEMBERS!

All the new laws enacted at the Atlanta Convention take effect on the 1st day of February, 1889. This fact is of the highest importance to every member of the Brotherhood.

The most important of these laws is the one which relates directly to the Beneficiary Department of the Order. This law requires the payment of all dues quarterly in advance. All collections are under the head of dues, and under this new law dues are not less than \$5.00 a quarter.

Previous to the taking effect of this law, (February 1, 1889), each Lodge should regulate the amount of dues, and notify its members. In this matter there should be prompt action. Delays will prove dangerous.

Each member should bear in mind that on the 1st day of February, 1889, he must stand square on the books of his Lodge in every particular; by which we mean, that on the 1st day of February, 1889, all arrearages must be paid and all dues one quarter in advance.

The quarters are arranged as follows:

1st Quarter.	2d Quarter.	3d Quarter.	4th Quarter.
February.	May.	August.	November.
March.	June.	September.	December.
April.	July.	October.	January.

On the 1st day of February all dues must be paid for the 1st quarter—February, March and April, and in the same way, for the other quarters of the year.

It was claimed by delinquents, after the enactment of the laws at the Minneapolis Convention that they did not understand them, and that they had not been published for their information in the *Magazine*. To avoid anything of that sort with regard to the law relating to the beneficiary department, we write this for the benefit of every member of the Order, and because, in a matter of so much moment, there should be no misunderstanding or reason for misapprehension.

It should be furthermore said that, if on the 1st day of February, 1889, a member has failed to pay all his dues, then as certain as fate, on the 2d day of February, 1889, he will stand expelled from the Brotherhood of Locomotive Firemen. The law is inexorable and expulsion inevitable, and the name of the delinquent will be stricken from the Grand Lodge register.

It will be seen that we have not overestimated the gravity of the situation and we give this notice, two months in advance of the taking effect of the law, that all may be prepared for the inauguration of a policy which is designed to promote the welfare of the Brotherhood.

Scribner's Magazine for November is on our table and we have read with much interest

the article captioned "The Every-Day Life of Railroad Men." It is what it purports to be, a full account of the practical work of men on the railways of the country. The style of the writer is easy, flowing, with a touch of the humorous, and the character drawings by A. B. Frost will at once be recognized as truthful by all railroad men. The space devoted to locomotive firemen we regard as too limited to do a class of men justice from whom are taken 95 per cent. of all the engineers. The writer says:

The locomotive fireman, who has not been directly alluded to, is practically an apprentice to the engineer, and, like apprentices in some other callings, has a good deal of hard work to do. He generally has longer hours than the engineer, as he has to clean a portion of the polished brass and iron work of the engine. He has to throw into the fire-box several tons of coal a day, and gets so black that his best friends would not know him when washed up. Those who begin young and are intelligent, and conserve their strength, are at length promoted to engineers. The fireman's twin brother is the "hostler," who is employed at the larger termini to get the iron horse out of its stable, lead it to the watering place and feed-trough (coal bin) and harness it to the train.

The foregoing may be truthful but it is meagre. It does not do the fireman justice, because it overlooks the fact that from the ranks of firemen are taken practically all of the engineers. A fireman is something more than an "apprentice." He is on the train the second in command on the engine, and is usually a capable engineer long before he is promoted.

The writer of the article goes out of his way to help the infamous C., B. & Q. corporation by saying:

The great strike on the Chicago, Burlington & Quincy road last spring, which proved to be ill-advised, would have been possible only in a body of men-actuated by the most loyal friendship. Undoubtedly a large conservative element in the Brotherhood of Engineers believed the move injudicious, but they joined in it out of an intense spirit of fidelity to their brotherhood and leaders.

In saying this the writer shamefully perverts history. The strike was not "ill advised," nor was there a large "conservative element in the Brotherhood of Engineers" who "believed the move injudicious." The strike was the result of injustice perpetrated by the C., B. & Q., and was ordered only when the corporation defiantly declared that it would right no wrong nor investigate any grievance.

We acknowledge the receipt of a card announcing the marriage of Bro. H. W. Chow, Receiver of Kaw Valley, No. 313, Armourdale, Kansas, to Miss Clara Reek, of Mt. Ayr, Iowa. The ceremony took place Wednesday, October 3, 1888, and the bride and groom will be at home at Armourdale, Kansas, after November 15th. The *Magazine* tenders its congratulations and wishes the young and happy couple a pleasant and prosperous life voyage.

THE ENGINEERS.

The Twenty-Fifth Annual Convention of the Brotherhood of Locomotive Engineers.

Opening Exercises, Addresses, Etc.

The opening exercises of the twenty-fifth annual convention of the Brotherhood of Locomotive Engineers took place in the city of Richmond, October 17, 1888. The opera house was selected as the place for holding the meeting. Speaking of the decorations a local paper said: "Suspended above and just back of the speakers' stand was a lovely design of evergreens with the word 'Welcome' wrought in pretty bright flowers. This hung in circular form over a wreath of cedar, under which hung the floral inscription, 'No. 26.' Aligned about the footlights and down the sides of the stage were potted exotics in great richness and variety, while the rear was closed up with woodland scenes, in the midst of which appeared a large collection, mammoth bouquet like, of Virginia foliage, gloriously tinted by the light frosts of October. On a prettily draped stand in the front of the stage rested a beautiful train, consisting of engine, tender and one coach, made exclusively of flowers. The engine was white with red trimmings and the coach was laden with cut flowers."

The exercises were opened by Deloss Everett, ex-Chaplain of the Brotherhood. Mr. J. H. Munday, Master of Ceremonies, introduced Hon. J. Taylor Ellison, Mayor of Richmond, who briefly, but warmly, welcomed the delegates to Richmond. During his remarks he paid the engineers a high compliment as follows:

In the last conversation but one that I had with that distinguished Virginian and prominent railroad officer, whose loss not merely his own company but the whole state mourns, General William C. Wickham, in speaking of labor organizations, said: "I should have no fear if they were all as worthy as the Brotherhood of Locomotive Engineers. At first I distrusted even them, but I have learned to esteem the Brotherhood so highly that I would be unwilling to employ on my road any engineer who was deemed unworthy of membership in their Order."

Governor Fitzhugh Lee, of Virginia, made a felicitous address and closing said:

I am glad to see so many of the Brotherhood of Locomotive Engineers present. I am glad to welcome them here in Virginia, and the ladies you have brought with you. Now you come, as I understand it, from the length and breadth of this great American country. You come from where the frozen fingers touch the icy rocks of the north, you come from where the Great Father of Waters begins to run, and from the lashing waves of the Atlantic to where the billows break upon the shores of California. I am glad to know that engines can run into this city from every state in the Union, and that every engineer, fireman and the passengers they bring with them will be welcome. [Applause.] We are glad this condition of things confronts us. We had our differences in the past. Different states in the American Union construed the Constitution in regard to the dissolution of states

in different ways. Not being able to settle their differences they left it to the sword, and by the sword it was decided. From that hour to this the old Commonwealth of Virginia has had no higher ambition than to promote the growth and progress of the great American Republic. [Applause.]

"The Grand Master of the Brotherhood of Locomotive Firemen, Mr. F. P. Sargent," says the Richmond *Dispatch*, "was presented as the chief executive officer of the twin Brotherhood. The speaker delivered his address from manuscript, used choice language and made a very favorable impression. He opened with a fitting allusion to the intimate association between the men who handle the scoop and those who operate the throttle. He proceeded briefly to define and discuss the relations that exist between the two organizations and to show in what respects the engineer is dependent upon the fireman. His organization, he said, is the school for educating—the Alma Mater—of the engineers. He made brief reference to the Burlington and Quincy strike, which he said, deserved the fullest condemnation of both organizations. Mr. Sargent complimented the Brotherhood upon their bearing and conservatism, and expressed the hope that the friendship and harmony which now characterize their relations with the Order of which he is the head may ever exist. [Prolonged applause.]

When Grand Chief Engineer P. M. Arthur came forward to speak he was received with prolonged cheers—a triumphant testimonial that his hold upon the great Brotherhood is as strong as it ever has been since he occupied his present responsible position. Mr. Arthur's address occupied about one hour and he spoke as follows:

Mr. Chairman, Ladies, Friends, and Brethren,—I am not as young as I once was. [Laughter.]

The speaker then referred to the dim light, saying that he could not see very well to read his manuscript.

This remark resulted in the gas being turned on at once.

Mr. Arthur speaks clearly, pointedly, and has an excellent delivery. After a few pleasant introductory remarks the speaker said:

"Richmond, historical Richmond, was selected at our last annual convention to be the next meeting place of the Brotherhood of Locomotive Engineers. We have convened in the East, West, North and South, but nowhere have we been more cordially received than at our present meeting place. Tradition long ago yielded the palm for generous hospitality to old Virginia, and our experience attests its truth. We are gratified by your goodly attendance to-day, evincing as it does your interest in the workings of our organization, and shall hope while sojourning in your midst to prove ourselves worthy of your generous welcome. We are come to your city from every quarter of our United States, and from Canada and old Mexico—individually widely apart, collectively as one. Joining interests as we did twenty-five years ago in the city of Detroit, we have held firmly together, striving to uphold the dignity of American labor. With this end in view we laid deep the foundations of our present organization, having for its corner and keystones the underlying principles embodied in our motto, 'Sobriety, Truth, Justice, and Morality.' Laws we made for the regula-

tion of our members, covering all classes and conditions of men, and imposing such duties as would best promote the general welfare and greatest good of the largest number. Immorality and intemperance are met with but rarely, while a membership-card is a certificate of capability and trustworthiness. There may be a few exceptions, but as a rule the possessor thereof is a worthy man and competent engineer. Thirty-two new divisions have been established the past year, and we now have three hundred and ninety-four divisions, located at different points from Manitoba to Mexico, and from Nova Scotia to California, giving us a grand total of twenty-five thousand members. All are in a thriving condition and full of zeal for the common cause.

We have an insurance association which is second to none and for the purpose for which it was designed cannot be equalled. The plan is briefly as follows: It is conducted upon the assessment plan and all policies issued are for \$1,500, it being optional with the members to take out one or two, that being the limit. When a death occurs or a member loses a hand, foot, limb, or eyesight an assessment of \$1 is levied upon each member holding two policies and fifty cents upon the holders of one policy. In event of there being sufficient surplus to pay a claim no assessment is levied. We have paid during the past fiscal year just closed one hundred claims of \$3,000 each and eighteen of \$1,500, making \$327,000, which added to what has been paid in the past makes a grand total of \$2,572,169.61 that we have paid the widows and orphans and disabled members.

Notwithstanding the increased rate of mortality the past year, we still show a good increase in membership. We had, at the close of the last fiscal year, 6,287 members. Died during the year, 118; disabled, 5; forfeited, 19, and had on September 1, 1888, 7,600, showing a net gain of 713. We claim that now there is no excuse for any Brotherhood man being a non-member of our insurance association.

Life insurance is all-important to young men without accumulated property and with families on their hands, who would be without revenue of any kind should the husband and father be removed by death or maimed and crippled for life. The young man, for a small sum saved annually out of his salary or wages and paid into our insurance association, can in case of his death or disability place his family where they will not be thrown upon charity for support. Not to do this is one of the most serious mistakes in life. To be insured is one of the first duties a young man with a family should think of and meet. Neglect of it will involve him in great loss in the end. We realize that man's life, to be fully numbered, should be nourished and stimulated at all points.

We started a monthly journal twenty-two years ago, designed to inform the members of the workings of the various divisions, to provide railroad news of interest to them, and which should also serve as an instructor to the untaught, containing both wit and wisdom. From its inception it has steadily grown in favor, and has been, at different times, enlarged and improved, until now, in its more attractive form, it is welcomed eagerly in many homes, constituting an interesting part of the family library. The law enacted at the last convention authorizing us to furnish each member with a copy did not increase the circulation as much as we expected, owing to the laxity of its members in not soliciting their neighbors and friends to subscribe as they had done in the past. But a little effort on the part of each member to procure subscribers the circulation could have been largely increased. Instead of 30,000 we should have had at least 50,000, and would have had if the brothers had done their duty. We are grateful for what has been done and trust that each one will strive to do better the coming year. We are also thankful to all those who have contributed to its columns, and hope they will continue to favor us with their contributions in the future.

That the organization has been a good thing for all concerned is demonstrated by its long standing through every vicissitude. That the effort we have made to raise the standard of labor in our own particular department has succeeded beyond our most sanguine expectations our members will affirm, while the public, the press, and our railroad corporations, with a few exceptions, are united in according to us justly-deserved commendation. The history of our organization is the history of man himself, and at the present time its study presents many complications. The age in which we live is a progressive one, and we are thankful that we were cast upon the ocean of life in a steamboat rather than in a sailing vessel. Had men been content to always trust their fortunes and themselves to wind and tide, there would have been no steamboats, locomotives, nor railroads, no inventions of any kind, no progress. The world would have stood still, staring back at sun and moon, altered only as Nature's forces worked upon its face. It is only when man follows the bent of his best inclinations, striving toward that which is beyond him, and groping blindly above him for light, that he is evidently enabled to bask in the light of a new dawn. One cannot find his palm filled with the fruition of rich desire simply by extending it. Lowell has truly and beautifully said: "Tis Heaven alone that is given away. 'Tis only God may be had for the asking. It is work, and work alone that ennoble man and strengthens the bones and sinews of character. Get leave to work, then. Be sure 'tis better than what you work to get." In prosecuting your life plans, you cannot thoroughly succeed unless you have a fixed and steady purpose. Having well considered the qualities of your own mind and the circumstances in which you are placed, choose your path wisely, and resolve you will accomplish something worthy of the talents you possess and the opportunities you enjoy. The intense pursuit of any particular object in life is rarely of benefit unless it be also persevering. He who for a short time pursues with ardor a favorite occupation and then relaxes in his endeavors accomplishes but little compared with him who, with less intensity at first but with persevering assiduity, continues faithful in his work. Rarely has anything valuable been accomplished in any pursuit without persevering application. An important quality, considered with reference to your success in life, is self-reliance—not that one lited self-opinion which in disputed or doubtful matters believes the whole world wrong and itself only right; not the determined resting upon one's own labor which would reject all aid whatever, but an estimate of your own powers, removed alike from an exaggerated diffidence and inflated and unfounded conceit. Self-reliance does not mean independence of all aid whatever. To act upon such an assumption would be to reject all the wisdom and information which has been accumulating for ages—to refuse to use the means which we find convenient for our purpose without the unnecessary labor of providing them ourselves. Let me here allude to the importance of the duty equally incumbent on all, that our labor should have a beneficent tendency, that our views should not be circumscribed by selfish desires for aggrandizement, but should have a higher and nobler aim. Those who have no useful purpose in life sadly fail in their obligations.

"Instead of being, as all true men say,
Part of the memory of all great deeds,
The inspiration of all time to come,
They linger to their graves with empty hearts
And add their little handful to the dust
As valueless and frail as fallen leaves."

Accumulated labor is capital. One is wholly dependent upon the other, notwithstanding the fact that many corporations at the present day are pleased to ignore it. Man seems to have been endowed with a large amount of selfishness, and with many this is only gift cultivated; hence the necessity of an arbitrator between

men's might and men's rights. As a means to end this we organized labor just as we have combinations of capital. The one being right, the other is equally right. It being then natural and right to aspire even to Olympic heights, to keep pace with the march of mind, as is our duty, we should bear with patience the restlessness of mankind, believing it to be as the thorny way which leads to pleasant pastures beyond. Let us work steadily on, nor be disturbed by this discontent which seems to have seized the mass of laboring men like a plague, causing them to regard the results of another's energy with envious eyes, deeming another's gain their loss. There is but one solution to this perplexing problem, and for that we must look to education and Christianity. As a class the laboring people of America would be content under fair and honest treatment were it not for agitators born to produce nothing but discord and bloodshed, who sail across seas and traverse continents, dropping seeds of discontent and mischief from coast to coast. The seed sown yields an abundant harvest. Ignorant minds grasp with avidity the absurd idea that over revolt, manslaughter, and destruction they will ride free to wealth and fame. As a result our prisons are filled with wasted lives; there are widows and orphans left destitute to live or die as they may. I repeat, only by educating the masses and by bringing them under the influence of that Christianity which brings peace and good-will to all alike can the difficulty be overcome.

We find ourselves upon the threshold of a new year, and before turning our attention to the work which pertains to the future, it is fitting to pause an instant and strive to gather up in thought the results of the year that is done. "Gone before" may be said of many of our number who, obedient to the Divine summons which cometh when we least expect, dropped the thread with which they were weaving the fabric of their lives, and joined

"That innumerable caravan which moves toward that mysterious realm
Where each shall take his chamber in the silent halls of death."

As we miss familiar faces the words "Be ye also ready" spring to our lips, and while memory drops a silent tear in token of remembrance duty bids us be up and doing. As an organization we have witnessed the severest conflict in the history of the Brotherhood—namely, the strike on the Chicago, Burlington & Quincy system. Never, even in our earliest days, when the powers then in existence strove to crush us, have we met with such stubborn resistance against simple right and justice. The whole matter has been so clearly and explicitly placed before the public that it seems hardly necessary to dwell upon it now. We wish to say, however, that every known expedient was tried to bring about a settlement between the company and men, only to meet with the utmost indifference, and we were forced to yield to the inevitable and sanction a strike. Had either the President or General Managers shown the slightest disposition to treat the men fairly, as the managers of other roads have done, there would have been no strike. The requests of the men were fair and reasonable; all they asked was to be paid the same rates as the other competing lines were paying for the same service rendered. Surely there was no good cause why they ought not to pay their engineers and firemen as much as their competitors. They both admitted that they had as good a class of men as there were on any road in the country, yet rather than grant the requests of their old tried and true men, some of whom had grown gray in the service, they allowed them to quit and employed others, regardless of their ability and qualifications as men or locomotive engineers, paying them a higher rate of wages than we were asking, besides boarding and guarding them with Pinkerton detectives, virtually squandering over five million dollars in their mad attempt to coerce the old men into submis-

sion. We know, as a rule, there is nothing to be gained by resorting to strikes. They are the bane of every organization that engages in them. They create distrust and suspicion, engender ill-feeling, and entail misery and suffering upon innocent women and children. It is and has ever been the policy of both Brotherhoods to avoid them as much as possible, and Messrs. Perkins and Stone are the first railway officials we have been unable to settle with during the past eleven years. We fail to understand what they expected to gain by the course they pursued. A large percentage of the men they employed are unreliable and incompetent—such men as they would not employ prior to the strike. If we had made unreasonable demands or attempted in any way to dictate to them how they should operate their road they would have been perfectly justified in resisting it. But when we expressed a willingness to submit our claims to any three managers in Chicago and abide by their decision, and they were unwilling to do likewise, it showed that they were in the wrong. It has been our constant aim to cultivate and maintain friendly relations with railway officers, to educate the men to a higher standard of excellence in their profession, improve their condition morally, socially, financially, and intellectually, thereby enabling them to render more effective service. All we ask in return is a fair compensation commensurate with the service rendered. Be it said to the credit of our men that they acted in unison and exhibited throughout patience, prudence, and forbearance, and were at all times ready and anxious to bring the matter to a fair termination, deeming it wisest and best to make some sacrifice rather than prolong a struggle that could scarcely end fairly where tyranny, actuated by selfishness, was the enemy. The grand officers of the two Brotherhoods were upon the scene, and acted as seemed best for the organizations under their guidance. All was done that could be without sacrificing principle and the dignity of our organization. Never for an instant could we sanction the lowering of our standard for honesty and integrity of purpose, nor level ourselves to those with whom might is right. When that shall be done the name of Brotherhood of Locomotive Engineers and Firemen shall be as dust beneath the feet of honest men.

Your Chief Executive has been called upon during the past year to adjust differences between the men and officers on the following-named roads: Louisville, New Albany & Chicago, the president of which threatened to throw me out of the ninth story window, but he did not do it. He gave me an annual pass and pulled our train over his road. He did not feel, after seeing us, as he had expressed himself beforehand. Men often say things in haste that they do not really mean. This was a small road. Then there are the Belt Line of Chicago; Chicago, Milwaukee and St. Paul; Evansville and Terre Haute; Atchison, Topeka & Santa Fe system; Missouri Pacific; Savannah, Florida & Chicago; Chicago & Alton; Louisville, St. Louis & Evansville; Keokuk & Western; Newport News & Mississippi Valley, and Atlantic system of Southern Pacific road, and in each case an honorable and amicable adjustment was effected. Why? Because the difficulty was between man and man, not between man and a demagogue whose narrow-minded and still more limited vision could neither think nor see beyond his office. We shall never regard the Chicago, Burlington & Quincy strike a failure, except on the part of the road to make the expenses, for it will serve to purge the Brotherhood of dangerous elements and to add large numbers, as it has already done, who will contribute to its strength, dignity, and usefulness. Time will demonstrate the wisdom of the course pursued by your Chief and prove the honesty of his intentions. To each man, as a delegate, I would say:

"Be strong-backed, firm-handed, upright as your pines;

By the scale of a hemisphere shape your designs."

and more than all, be true to yourselves and sense of honor which should control every thought and deed.

The disclosures of the past year ought to convince us that many, too many of our members do not carefully weigh the importance of practicing openly the great principles upon which our Order is founded. There are entirely too many who seemingly care for nothing but to have their dues paid up. This is all very well so far as it goes; every good member should see to it that he does not get in arrears, and if he is attentive to the meetings of his division it will not occur. But what we wish to get at is this: There is something in our Order back of this merely paying dues and reaping benefits, to which the latter is but a secondary consideration, and which should engage the attention of every member of our Order. We firmly believe that the Brotherhood of Locomotive Engineers was instituted to accomplish a great purpose, to work out a great problem, which certainly cannot be done unless the members are true to themselves, to each other, and to the principles and teachings of the organization. It can never be done if the members do not attend, as regularly as possible, the meetings of their respective divisions. It can never be done unless they firmly resolve to enforce the laws at all hazards and purge their ranks of all unworthy characters. It is extremely mortifying to think that any of our members would so far forget themselves as to become involved in any scheme or plot to destroy life and property. We wish it distinctly understood that the Brotherhood condemns all acts of lawlessness committed by its members, and will not hesitate to punish them when found guilty. We also denounce the agencies employed to incite men to deeds of violence as mean and cowardly. There is, perhaps, no more odious character in the world than that of the go-between, by which we mean that creature who carries to the ears of one all the injurious observations which happen to drop from another. Such a person is the slanderer's herald, and is altogether more odious than the slanderer himself. By his vile officiousness he makes the poison effective when else would be void, for three-fourths of the slanders in the world never injure.

The crown and glory of life is a good character. It is the noblest possession of a man, constituting a rank in itself, and an estate in the general good-will, dignifying every station and exalting every position in society. It exercises a greater power than wealth and secures all the honor without the jealousies of fame. It carries with it an influence that always tells, for it is the result of proved honor, rectitude, and consistency—qualities which perhaps more than any other command the general confidence and respect of mankind. Character is human nature in its best form. It is moral order embodied in the individual. Men of character are not only the conscience of society, but in every well-governed organization they are its best motive power. The strength, the industry, and civilization of nations all depend upon individual character, and the very foundations of civil society rest upon it. Though a man have comparatively little culture, slender abilities, and but small wealth, yet if his character be of sterling worth he will always command an influence, whether it be on the locomotive, in the counting-house, the mart, or the Senate.

When I assumed the duties of Grand Chief Engineer, a little over fourteen years ago, I made a short address, the substance of which was a promise that I would try my best by diligence and devotion to do something to promote the welfare and interest of the fraternity and by an honorable and manly bearing to win your confidence and esteem. From that day I have never faltered in my effort to keep that promise. How much has been accomplished in that direction I leave it to others to say. During the past fourteen years I have made acquaintances and friends whom I shall cherish to the end of my life. I thank you from my heart for the many kind words that have come to me from the mem-

bers the past years. I would be derelict in my duty did I fail to express to the grand officers and members of the Brotherhood of Locomotive Firemen, Brotherhood of Brakemen and Switchmen's Union my heartfelt gratitude to them for the cheerful and hearty support given our organization during the past year. I wish also to thank my associates in office for the cheerful and hearty coöperation they have given me in the discharge of my official duties. I should be happy to think that something that I have said or done these last fourteen years may help you in your work for years to come, and my earnest prayer is that you may have strength and courage, cheerfulness and faith in full measure so long as you are members and to the end of life."

One of the pleasant incidents of the meeting was the rehearsal of an original poem by Shandy Maguire, (Mr. Fennell) the poet of the "twin Brotherhoods." We give the poem entire, because it is worthy of a dozen perusals. He is the *one* poet of the rail, and is always read, whatever else is omitted. His song was as follows:

Another yearly mark is set upon the road we move along,
Since last we in convention met, and I saluted you with song;
A year of great events, indeed, for us to ponder well and weigh,
From prejudices and vengeance freed, with justice in impartial sway.

Constituents have sent us on to represent them just and true,
To hear and see and pass upon the work laid out for us to do.

We come with all the ardor of sincerity in every breast;

We come, our hearts are filled with love, from North and South, and East and West.

From California and from Maine, from Nova Scotia and Peru—

Where'er an engine hauls a train, from thence come brothers tried and true.

We come, but not with hostile front, nor in war's visage come we forth:

No deadly strife, no battle's brunt shall mark our coming from the North,

No thoughts of rugged war's alarms within our bosoms can you trace.

No rolling drums, no call to arms, proclaim our coming to this place.

Nigh five and twenty years have fled across this nation's glorious life

Since peace o'er all the land was spread, since ceased the fratricidal strife.

And we from Northern States afar, whose boundaries are lakes and sea,

Forget the oriflame of war, and love alike both Grant and Lee.

Full five and twenty years have marked the course we steered in labor's ranks,

And those who on our decks embarked must give our pilots hearty thanks;

They guided us through rocks and shoals, they kept us on a steady course.

They taught us prudence best controls our every act, denouncing force,

Until other efforts fail to right the wrongs of which we know,

And then, to crowd our ship with sail, regardless of how the winds might blow.

We can't expect the glorious sun shall always shine with genial rays,

Some clouds across his face may run to measure out some gloomy days;

But this we honestly can say and dread no contradiction here,

"We never brought foul guns to play nor struck our flag when foes were near."

To loyal friends, where'er they be, we owe a debt of gratitude.
And, first amongst the number, we the ladies earnestly include;
Their sympathetic hearts respond to all our laudable desires;
They aid us with affection fond, and friends remain whate'er transpires.

Our younger brothers on the left—brave, stalwart lads—we say from here,
Of every selfish thought bereft, "we greet you with a love sincere."
Come weal, come woe, in life, in death, whate'er our future days betide,
We here affirm with honest breath, we'll meet them bravely side by side.

To every order o'er the land that's banded in defense of right,
We give it our fraternal hand, and hope it may succeed 'gainst might.
So long as justice is the prize 'tis worth all sacrifice and cost,
If wrong prevails then justice dies, and all our fondest hopes are lost.

Strike is a foul, obnoxious word, and gladly we'd obliterate
It from our councils if we heard that men long grieved could arbitrate
The ills of which they've long complained; we'd gladly yield the greater part,
Before we'd have relations strained with those we serve with brain and heart.

Oh! let us date from Richmond here a brighter era for all time,
The fireman and the engineer abhor the very name of crime,
And strife, and rancor, and would fain be found forever more at peace
On every road, on every train, assisting revenue's increase.

Now, here, we pledge our faith anew to our old ship of Brotherhood!
To all the officers and crew, who on her decks so bravely stood,
We pledge to keep at masthead high the flag of honor flying free,
And b-e beneath an azure sky we'll float upon a tranquil sea.

From first to last the meeting more than met every expectation, and at the close the immense audience left the theater in the happiest possible frame of mind.

We have received from W. R. Bosard, R. R. Secretary of the Y. M. C. A. of Atlanta, Georgia, the third quarterly report, in which we find the following interesting statistics relating to the work of the Association. Under the head of "Spiritual" it is stated there were held during the quarter fourteen gospel meetings, fourteen Bible studies, thirty-eight shop meetings, together with special meetings, requests for prayer and confessions of Christ. There were two receptions, 200 baths were given and nine visits to the sick were recorded. The total attendance at all the meetings during the quarter is given at 2,363. The total receipts acknowledged during the quarter amount to \$504.50. The Association is an active, zealous, wide-awake organization, and the generous and Christian courtesies extended to the delegates of the Firemen's Convention, in September last, will long be remembered.

RAILROAD BRAKEMEN.

The Fifth Annual Convention of the Brotherhood of Railroad Brakemen at Columbus Ohio,
October 10, 1888.

A Splendid Reception, Ringing Address s, Etc., Etc.

The Fifth Annual Convention of the Brotherhood of Railroad Brakemen began its session in the city of Columbus, Ohio, on the 16th of October last, under the most flattering auspices. The attendance was large, and as brilliant success had attended the organization from the first, the confidence of the officers and delegates in the future of the Brotherhoods, was enthusiastic.

The opening exercises were held in the City Hall of the Capitol City, which was elaborately and tastefully decorated. A reporter in one of the city papers says:

In the rear of the stage and about fifteen feet from the floor was a locomotive headlight, which threw its soft beams out over the audience, where they merged in the light from the hundreds of of gas-jets. Below the headlight was a large painting representing Sheridan's Ride, and to the right and left were draped curtains forming a background to a number of elegant silk banners belonging to different visiting lodges. On either corner of the stage were groups of pot plants.

On the stage were seated: Grand Master Wilkinson, Vice Grand Master Edens, Grand Secretary O'Shea, Grand Secretary Debs, of the Brotherhood of Firemen, Railroad Commissioner Cappeller, Mayor Bruck, Dr. N. S. Smith and Mrs. Henry Jones.

Mr. O'Shea, Grand Secretary of the Brotherhood presided and the Fourteenth Regiment band discoursed stirring music.

Rev. N. S. Smith, of Westminster Presbyterian church, prayed for the blessings of heaven to rest on the Brotherhood. After which the president of the meeting introduced his Honor, Philip H. Bruck, who delivered an address of welcome on the part of the city. He said:

"MEMBERS OF THE BROTHERHOOD OF RAILROAD BRAKEMAN, GENTLEMEN—Of the many orders, of the many associations that have held their meeting, in this centennial year, when our State is celebrating its one hundredth anniversary of its settlement, and with glowing pride and justly is showing to the country the vast improvement and the great progress it has made, none deserve a better and none shall receive a heartier recognition, a more cordial welcome or a greeting that is more sincere and genuine than your noble Brotherhood, the representatives of the mind and the muscle that serves the country so thoroughly and so advantageously in the work assigned to them in the railroad system of the United States. [Applause.] If there be one factor that has more than any other aided in the undisturbed progress of our common country, that has added to the comfort and welfare of our people, that has materially advanced their interest in every direction, or that has opened up and made available the vast and almost inconceivable resources of the United States, it must be the railroad system of our country, which challenges the admiration and deserves the gratitude of the nation, and which in point of safe and quick transportation of passengers and the comfort of the same, in the rapid and secure handling of merchandise, and in the char-

acter and work of its employes, stands the peer, yes, more than that, defies comparison with the same interests and with the same class of workmen in any civilized country on our globe. [Renewed applause.]

Where can be found as a class men more upright, more wholesome; men more charitable or benevolent; men more unselfish and generous; men more manly, brave and courageous than those employed in the railroad service of our land? [Cheers.] You may find men, or classes of men, who are more refined, more rigidly polite or more strictly observant of the rules of conventional society, but you will never find a class of men that will furnish better or purer examples of genuine friendship, of that friendship that does not shun, but rather courts a sacrifice, men that have a more thorough regard for the rights of others, men who are more fully imbued with a love of home and family, of love of native country, and with an innate desire of fair play to everybody than is furnished by the railroad men of the United States. [Cheers.]

Knowing and recognizing you are such, it is but right and just that this community should not be backward in making an open avowal of the feeling and sentiment which animate it toward your Brotherhood, and voicing their feeling and sentiment I assure you that we are heartily in accord with every measure that tends to render your labor less oppressive and more agreeable, more remunerative. [Continued applause.]

We recognize, as your Brotherhood does, the necessity of the workmen of the country to be bound together firmly for the purpose of mutual aid and assistance, and for the purpose of making yourselves better able to secure that immunity from oppression or imposition to which powerful but unprincipled corporations might subject you and secure for yourselves the pecuniary profits and the emoluments that are rightfully yours. [Cheering.]

In the name of this community, in the name of the citizens whom I have the privilege to represent, I bid you God speed in your endeavors, and trust that the meeting here will redound to the benefit of the Brotherhood. In their name I give you our heartiest greeting, and a most cordial and sincere welcome to our city, well satisfied that however you may be situated, wherever you may be, there is nothing too good for the Brotherhood of Railroad Brakemen." [Great applause.]

As soon as order could be restored the President of the meeting, Mr. O'Shea introduced the Grand Master of the Brotherhood, S. E. Wilkinson of Peoria, Ill. As the Grand Master stepped to the front he was received with such applause as amounted to an ovation. Mr. Wilkinson spoke as follows:

MR. CHAIRMAN, LADIES AND GENTLEMEN AND FELLOW-TOLLERS—Profoundly grateful are the members of the Brotherhood for this generous expression of welcome from the representatives of the great commonwealth of Ohio, and when I say profoundly grateful you will realize that 15,000 brakemen—men of brawn, brain and muscle—appreciate your kindness to the Brotherhood of Railroad Brakemen on this most auspicious opening of their fifth annual convention.

A little over five years ago eight brakemen, employed on the Delaware & Hudson Canal company's railroad, met in a caboose at Oneonta, N. Y., and laid the foundation of the Brotherhood of Railroad Brakemen. Other brotherhoods of railroad employes had organized for mutual protection and advancement, then, why not the brakemen? Meager as may have been their ideas of organization, it must be admitted that these eight men were inspired by as noble motives as ever entered the brain of man; for it is association and co-ordination that are the chief instruments of power in modern times. Men have ceased acting alone; they now move to the

achievement of everything in masses. These men adopted as the standard of their embryo organization the trine motto, benevolence, sobriety and industry, a triad of precepts fraught with meaning, and each of them a golden truth. Out from Oneonta went the influences of this little band, north, south, east and west, until today, but one-half a decade from its inception, it has 275 lodges located in as many railway centers of the United States and Canada, comprising the strength, wisdom, hands and hearts of 15,000 sturdy brakemen and conductors. We act together, as we necessarily must, for it is our conviction that our fellow-craftsman is not receiving any more of this world's goods and chattels than was intended for his use here upon earth; and if we can assist him in bettering his condition it is our aim to do so.

It will be unnecessary for me to state to you that our calling is an extra hazardous and responsible one. Our daily routine is filled with danger, and we must be ever watchful and on the alert; for when the shriek of the whistle is heard the brakeman will spring out and upon the swaying train, perhaps covered with sleet or ice, and face the fierce, merciless winds in responding to this call to duty. The day's doings, as chronicled by the press of the country, tell, alas! too plainly, of the great number of brakemen and switchmen who meet cruel and shocking deaths, or become helplessly maimed, while doing duty on the vast network of railroads of this country. The brakeman's duty is a responsible one. He is always at the post of danger, and his duty requires a steady nerve, a watchful eye, and a self-sacrificing spirit. My brethren here assembled will understand how true this is, and to you, the history of railway operation in this country is sufficient evidence of this indisputable fact. I will cite one instance in particular which occurred within the year just passed, and which robbed this organization of one of its most influential and loyal officers—Bro. Timothy J. Sheahan—who yielded up a noble life in the prime of a splendid manhood, in an attempt to save the property of one of the largest railway corporations in the country. In charge of a train that had become unmanageable, on account of the air-brake refusing to work, while descending Borcas mountain, in Colorado, he went bravely to work applying the hand-brakes in the hope of stopping the runaway train. But before this could be accomplished the train was hurled from the track into a snow shed, and from under the wreck tender hands lifted our brother, but before another sun had set the soul of Tim Sheahan had gone to meet its Maker. The *Rocky Mountain News*, in speaking of this affair says:

"Over the grave of Conductor Sheahan, which overlooks the city from the old cemetery on the hill, should be placed this epitaph: He thought of others rather than himself. An under officer on an extensive system of railway, with hundreds his superior in rank and few under him, the simple narrative of his heroic death is the record of devotion to duty, bravery in the teeth of peril, that a King might be proud of. The railway service is rich in these heroes of every day life, but when the roll is called the name of Timothy J. Sheahan will be found there, with the remark opposite: 'Killed in the line of duty'! Of such are the salt of the earth, God's noblemen, in small station or in high."

The very first requisite for the position of brakeman is courage; and the young man who putting it in the vernacular of the boys, "has got no sand," should never apply for a position as brakeman. Intelligence and a quickness to perceive and act are also essential. A story is told of a person who asked an old negro man what time the train passed his cabin. His reply was that they went north in the morning and south in the afternoon. Now, to lead such a man, says the eminent David Swing, up to a conception of such divisions of time as 2:00 or 3:10 or 5:15 would be an educational task of no little weight.

Our organization is a benevolent one in the

fullest sense of the term. Within the five years of its existence we have paid out to the widows and families of deceased brothers, and to the unfortunate maimed and crippled, over \$—, every cent of which was an inestimable boon to those receiving it. There is nothing more uncertain than life, especially to those of our calling, and it becomes the positive duty of all of us to protect those dependent upon us from a cold and unfeeling world and the trying emergencies of life. But how often is seen instances of widows and children left destitute through the culpable negligence of husband and father. He may have loved them with sincere affection in his life, but when he died the resources of his labors, which had flowed to his loved ones, ceased. Let a man stop for a moment and think how it will be when he is gone if he does not make ample provisions for those connected to him by marital and filial relations. I hope the brakemen of this country will make no more such sad mistakes. The sad consequences of such neglect are seen in too many instances. A man's heart and intentions may be right, but his head, sometimes, is very wrong. Every such instance should be an admonition to all who have the choice yet within their power. We want to enroll the name of every honorable brakeman in the land.

Our Order demands that its members be sober men. In considering the qualities of an applicant for membership sobriety is the very first thing considered. If there is any one vocation that requires sober men it is that of a brakeman. A clear head, a keen eye, a steady hand and firm step are always needed. The man with a befuddled brain, dimmed vision or nervous grasp, as the results of last night's debauch, has no business on a railroad train, both for the sake of his own life and limb and the lives and property entrusted to his care. We are particularly stringent in the enforcement of sobriety among our members, and deal summarily with those who transgress this law. Years ago a brakeman's meeting would be opened with a corkscrew or beer mallet, where now it is opened with prayer.

Now, we want the public to understand that we give to the service nothing but sober, competent and reliable men. Our Order teaches industry. We impress upon our members the good results of being diligent, no matter how arduous may be the duty assigned them. We all labor for promotion, and we seek to advance the interests of our members by purely legitimate methods. During the year just passed I have been called upon several times to aid in adjusting irregularities and inequalities in the service, and in every instance our Order has been given a generous recognition by the managers, and when that spirit prevails there is bound to be harmony and good feeling between the managers and the men. We have never found it necessary to engage our organization in a strike, and we hope we never will have to. We don't believe in them, unless perhaps some day we may come in contact with some narrow-minded official who don't know—and don't want to know—right from wrong. Yet brakemen are working against terrible odds. It should always be in order for the brakemen to ask for more pay. When all conditions are considered the brakeman is the poorest paid in the service.

In order to build up a strong and enduring nation those who toil must be protected. Life must be sustained, and it should be the duty of every good citizen to discourage the employment of those who will work for less than life-sustaining wages, or for that which is inadequate to make them desirable citizens. The progress in improvements to freight-car equipments has been notable during the past year, but there is yet a great deal to be done in that direction. Here is a great field for the humanitarian, for not until the railroads adopt the automatic brakes and coupler on their freight trains will the trainman have an even show for his life.

We also ask the cooperation of the public in the matter of Sunday work on railways. No one will deny that one day in seven should be

set apart for rest. It is a necessity of our nature. The railroad employes of the land should have their Sabbath, where they could enjoy the sweet and hallowed influences of home and the church. Here is one of the great social questions of life. Man needs society and society needs man. Deprived of the benefits necessarily resulting from society he loses all of the finer, more generous and benevolent feelings of his heart and he lives only for himself, not thinking that disease and want may be invading the habitation of his fellow-man.

We also try to better the moral condition of our members by teaching them their duties to their God, their families and themselves. In this we have been very successful and have been ably assisted by the ladies; God bless them. One word to them—to the married ones: Never find fault with your husband, whether he be engineer, fireman, conductor, brakeman or switchman, for leaving you at home alone while he goes to lodge. It is for you and your children's sake that these organizations exist. Girls, my advice to you is never marry a railroad man who can not show you a policy in some brotherhood. It is the passport that entitles all railroad men to the proper recognition, and it will protect his loved ones when he is gone.

Now, we do not want to claim all your attention in connection with railroad organizations. There is the Brotherhood of Locomotive Engineers, grand in its influence; its "twin" and faithful ally, the Brotherhood of Locomotive Firemen, the Order of Railway Conductors, Switchmen's Mutual Aid Association, Yardmaster's Mutual Aid Association, Order of Railway Telegraphers and others, all demanding good character, sobriety and industry of their members. For each of these organizations we have the warmest wishes for their future prosperity.

This occasion is the most important one of my life. In the first place this great state is my birthplace, and this day is the anniversary of my life, and with it bringing a new year into my existence. Again, it is the fifth anniversary of our Brotherhood, and to-day it stands second to none, and if we do our duty toward it, it is bound to continue in its onward march. This occasion to us is more than a holiday, with its blare of trumpets and martial display. We are here for a purpose, and that purpose is to make wise laws and select wise and honorable men to guard our interests, that this grand structure may be perpetuated.

Before closing I want to thank these honorable gentlemen and his honor, the mayor of this beautiful city, for the cordial manner in which he has bid us welcome, and the unlimited freedom he has proffered us; His Excellency the Governor, for the great encouragement he has given us, and for the hearty welcome of the State of Ohio which he has extended to us, and to all other distinguished gentlemen for their good advice and words of cheer. I thank them from the bottom of my heart, and I hope that you one and all will profit largely from their words of wisdom, heeding it by practice in your every-day life. To my much respected brother officers for the loyal manner in which they have always assisted me in the discharge of duty, and to our vast membership, for the manner in which you have conducted yourselves in the past, I tender you my heartfelt thanks.

To the different railway companies who have so kindly favored us in the past, I trust that our acts toward them in the future will fully repay them.

Brothers we have in our midst two very distinguished visitors, persons who need no introduction to you. On my left sits our godfather, Brother Eugene V. Debs. [Great cheering.] A man whom every one has learned to love for his many manly qualities. He was our friend when we most needed a friend, and you and I in our life will never be able to repay him for what he has done for us and for the benefit of our Brotherhood. [Renewed applause.] Upon my right sits the one that we have crowned with that loyal

name "Our mother." [Great applause.] With her words of wisdom, cheer and advice she has bid many a drooping spirit to rise to nobler and grander thoughts and look to Him who rules the destiny of all. She has ably assisted us in bettering our condition, and we all know her and love her and respect her.

Ladies and gentlemen, allow me to thank you for your kind attention. [Great cheering.]

The report of the proceedings in Ohio State Journal says;

While the applause continued and cries for "Debs" were heard from every part of the audience the orchestra struck up a pretty air and an interval of rest was afforded. Grand Secretary O'Shea introduced Mr. Debs as follows:

The next speaker is a gentleman who, as our Grand Master has so aptly said, needs no introduction to our members. He is Secretary and Treasurer of the Grand Lodge of our sister organization, the Brotherhood of Locomotive Firemen. I now have the pleasure and the honor of introducing to you Hon. Eugene V. Debs of Terre Haute, Ind. [Great applause.]

MR. DEBS' ADDRESS.

MR. CHAIRMAN AND LADIES AND GENTLEMEN-- If it were the right thing to do I would bow my acknowledgment of the honor of being called upon to address this splendid audience and give way to others. I would rather listen than speak. Spread out before me there is a banquet for the eye, and the ear, if attuned to the melody of truth, has been thrilled by the matchless words that have fallen from the lips of the speakers who have preceded me on this occasion. [Cheers.] I can at best but simply talk; only plain words befitting a locomotive fireman are mine to give. [Applause.] But, my friends, if every word were a double eagle, coined in the mint, I would be no less lavish of them on this occasion. [Renewed Applause.]

I have referred to the Brotherhood of Brakemen as my friends. Outside of home's charmed circle where there are those sacred relations that dwell only in the inner temples of our affections, what is better than "friend"? [Great cheering.] What more sacred than the ties of friendship?

From the great Brotherhood of Locomotive Firemen I come to the great Brotherhood of Railroad Brakemen, the bearer of friendship's greeting. [Applause.] Yours is an organization of high ambition, noble purpose and superior courage. Courage? Why it requires a courageous man to be a brakeman. [Renewed applause.] You could no more make a brakeman out of a coward than you could transform a Colorado grasshopper into the proportions of a giraffe. [Great laughter and applause.] Your Brotherhood is only five years old. Just think of it! Your Grand Master has stated that five years ago you began with eight men, and now there is a grand army of 15,000 noble men, with as high ambition as ever prompted a man to action, keeping step to the music of your prosperity. [More cheering.] We are living in a wonderfully progressive age. It seems but yesterday since all of Jay Gould's ambition centered in the success of a patent mouse trap. [Laughter.] Now, just think of the devices he has got to catch men and things. [Renewed laughter and applause.] It used to be said of Davy Crockett that when he went out coon hunting, and the coon spied him, he came right down to him and would never wait to be shot at. [Continued laughter.] And it seems that when Jay Gould goes out hunting, the ties of the railroads are transformed into so many legs and walk right into his trap. [More laughter and applause.] But there have been other developments, and I have only mentioned these things to illustrate the wonderful spirit and progress of the age. Upon all hands and in all directions laboring men are organizing. Organizing what for? Organizing for mutual protection; organizing in order that may demand and receive an honest day's wages for an honest day's work. [Applause.]

I am aware that in a sense labor organizations are in bad repute. There are great many people who will say, "You are going to inaugurate strikes; you are going to create trouble; foment strikes and discords and keep up the irrepressible conflict between labor and capital." Now, my friends, as an original proposition, and in making the statement I believe I voice the sentiment of every railroad brakeman in the land, as an original proposition I am opposed to strikes. I believe in concession, arbitration and compromise always. [Applause.] But when these fail--when these fail, and we come in contact with a narrow minded, bigoted and infamous railroad official, who will not accord us our common rights, then I am in favor of strikes. [Renewed Applause.]

Why, my friends, there is not a star or a stripe in our national flag that does not tell of a strike; not one. From Lexington, from Concord, all along the track of gloom and of glory, clear down to Yorktown is one continuous succession of strikes for liberty and independence. [Great applause.]

We start out with the proposition that we are going to supply the railroad companies of this land with capable, competent, reliable men--men who will fill the bill in every particular. [Cheering.] And all we ask in return is simply a proper recognition of their services; that is all. [More applause.] There is nothing wrong about that. It must be understood that when a man toils faithfully in some honest occupation, no matter how humble it may be, he is entitled to enough wages to keep himself and his family as an American laboring man and family ought to be kept. [Applause.] An intelligent American workingman can not live like a Chinaman who comes to this country with a five-cent god in his pocket. [Laughter and applause.]

While the laboring man has the prerogatives, he has all the duties and assumes all of the responsibilities of an American citizen. He wants to get wages enough so that he can dress himself respectably; clothe and educate properly his children; live in a cottage and not in a hovel; have all the comforts and a few of the luxuries of life. [Continued applause.] And if he does not get that in return for his labor there is something wrong somewhere and somebody is drawing at least a portion of his pay. [Applause.]

Now we propose to level up and level down. I do not suppose there is a member of your organization that wants a dollar more than he earns by his toil. [Applause.] All that is asked is simply a fair and equitable distribution of the wealth that labor creates. [Continued cheering.] Not a dollar more; not a dollar less.

These are some of the purposes of organized labor. Organized labor has another purpose in view. If I asked this audience whether there are upon the statute books of the country laws that are vicious, that are demoralizing that are fruitful of great wrong, the verdict would be in the affirmative unanimously. We start out by saying that in some of the states of this country they have laws, under the operation of which when laboring men get together to deliberate for their welfare, they are charged with conspiracy and put behind the prison bars. The Goulds and the Vanderbilts and the great monopolists of the country can meet and deliberate to rob you of the proceeds of your toil just as often as they want to, but there is no law that would charge them with conspiracy, no law that would interfere with their action. Now, we propose that the laboring men of this country in time shall have the same right to protect their capital and to deliberate on their own account that the capitalists of the country have to devise ways and means by which to protect their capital. [Continued cheering.]

There is another law on the statute books of some of the states of this country, under the provisions of which laboring men, if they choose to strike as a last expedient to protect their rights, are hunted as pickpockets, thieves, liars and perjurers, are hunted, and shot down at the word of command and their naked souls

sent to the bar of judgment for simply trying to protect their rights as workmen. There are other laws that permit, and even encourage the cornering of the food products of the country, thus reducing the purchasing power of a laboring man's dollar, and under which monopolies thrive and colossal fortunes are reared at the expense of the sweat and toll of the laboring men of this country. It is proposed that these laws shall be wiped from the statute books, and they are going to be before the organized labor of this country has accomplished its mission. [More applause.] Laboring men do not ask Congress or the state Legislature to enact laws that shall help them directly, but they do ask that they shall repeal those laws that operate to their detriment and injury. [Cheers.] Labor organizations have always been conservative. It is true that perhaps there has been at times haste when moderation was required. There have been mistakes on both sides, and yet a great work has been accomplished. And day by day your Brotherhood, with the other organizations whose purposes are similar to your own, are going forward, quietly carrying out the purposes they have in view. The good work accomplished by your organization alone during its short career can not be estimated. In hundreds of homes where there would have been want and destitution and hunger pangs, your Brotherhood has gone forward and given aid and comfort to the bereaved ones. You have fulfilled every obligation. You have, when the brakeman has fallen at his post of duty, gone to the bereaved ones and hushed the lamentations of sorrow. [Applause.] More than that, you have given substantial aid when it was required. By the protective features of your Brotherhood, you have been enabled to pay large sums of money to the widows and orphans of those of your members who have fallen by the wayside. Besides all of this you have exerted a noble and a splendid influence upon your members. Why, a brakeman in the country over 100 per cent. better man to-day than he was five years ago. [Great applause.] A simple membership in the brotherhood of railroad brakemen is recognized as a certificate of good character the country over. [Continued cheering.] And this statement, I will venture to say, will be indorsed by the good people of the city of Columbus before you close your deliberations in their midst. [Renewed cheering.] There are a hundred reasons why your noble Brotherhood should live and thrive; why it should have the encouragement, the sympathy and support of the people everywhere, and there is not one reason that can be assigned why it should not exist; why it should not have the encouragement and hearty approval of the public. [Great applause.]

I hope that your deliberations in this city will be harmonious. Let there be but one object, but one purpose on the part of the delegates and representatives, and that is, to advance the best interests of the Brotherhood. Let there be no discord; let harmony be the watchword all along the line. Your Brotherhood now is respected wherever the locomotive proclaims the triumphs of civilization. You stand to-day the equal of any of the labor organizations upon this continent, and I not care which one it is. [Great cheering.]

Now, my friends, there is just one other step that I hope to see these organizations take, and that is federation for mutual benefit. [Great applause.] Not for the purpose of fostering or encouraging strikes, but to avert them. [More applause.] I believe when these Brotherhoods all wheel into line under the banner of federation that the epitaph of labor strikes may be written. There is no railroad official, however arrogant, however oppressive, however unscrupulous, that will dare antagonize the federated brotherhoods of railroad employes. [Continued cheering.] Under the banner of federation we will have a power for good that can scarcely be estimated. True it must be prudently wielded. There must be cool and conservative men at the head; wise counsels must prevail, but this done, I am satis-

fied that the representatives of capital, and the representatives of these combined interests will meet together in a true spirit of humanity, side by side, and that strife and strikes will never come. [Great applause.] And if a strike should come, then I believe that out from the camp of the federated brotherhoods Perry's message will be sent. "We have met the enemy and they are ours." [Great cheering.]

For the courtesy that has made it possible for me to address you, I thank you most heartily to-night, as I do the people of this goodly city, who have treated me with the utmost kindness since my arrival here this morning. And now, wishing the Brotherhood of Railroad Brakemen, in behalf of the Brotherhood of Locomotive Firemen, the largest possible measure of prosperity and success. I bid you good night. [Great applause.]

At the close of Mr. Debs' address music regaled the audience, and then Mr. O'Shea introduced Hon. William S. Capper, Commissioner of Railroads and Telegraphs, of Ohio. The gentleman was received with a warmth of applause testifying to the high esteem in which he is held by railroad employes. His address was eminently appropriate, and among other things he said:

We are rapidly, as a nation, tending towards a higher grade of civilization. This organization, and many others, all warrant the observation.

I have been very much gratified at hearing the report of this organization. I have had some connection with a number of organizations and know something of the benefits arising from persons associated together in various organizations of this kind, and I am glad to hear from the report read by your Grand Master that this organization, although young in years, is rapidly growing in proportions.

The beneficial features of your Order are in keeping and in harmony with those of the older organizations that have been found useful and practical. And in this you do much to strengthen and encourage each other in the risky and dangerous employment in which you are engaged.

This organization, as many others of its kind makes no war upon society. It wages no war against any class, sect or creed, but its aims and objects are to benefit those who are benefitted by their identification and connection with this association.

When you take into consideration the anxiety, the hopes, the dangers, the risks, not only of your employment but of the thousands of lives committed to your care, the ceaseless watchfulness, constantly on the alert, it is something commanding the admiration of the public and for which this Brotherhood will yet, I trust, succeed in bringing the public to a proper realization of its great services. [Renewed applause.] Not only are thousands of lives daily committed to your care, lives of those who are traveling from one part of the country to another, some on business, some on pleasure, others on sorrowful missions, but in addition to these, are the millions of dollars of property, goods, wares and merchandise, which the people need every day and every hour of their existence, and which have grown as the years have grown rapidly upon us, make it important that they should be rapidly conveyed from one portion of the country to the other. In this state we have over 7,000 miles of railroad, a perfect network. Every train, with its one or more brakemen, is charged with a responsibility equal to that of any other employe from the president or general superintendent to the humblest trackman. [Cheers.]

Mr. Capper retired amidst rounds of applause, and Mr. Chas. F. Porter, Master of Sunny South Lodge, No. 211, of New Or-

leans, was called for who appeared and made a brief but a felicitous address, at the conclusion of which Rev. Mr. Smith pronounced the benediction and the delighted audience dispersed.

The meeting was a splendid success and put the delegates in a happy frame of mind to wrestle with problems relating directly to the advancement of the welfare of the Brotherhood.

It was our good fortune to be the guest of the Brotherhood of Railroad Brakemen at the fifth annual convention of the Order, held in the city of Columbus, Ohio, in October last. To say that every incident of our visit is fruitful of pleasant memories, but feebly expresses the pleasure and satisfaction our brief sojourn in Columbus afforded or the sense of obligation which we feel towards those who contributed to our enjoyment. A nobler body of wage-workers, bread-winners and wealth-creators than the Brotherhood of Railroad Brakemen does not exist. That they are capable, that they comprehend situations and conditions, it is only required to note what they have accomplished in the short space of five years. Their growth as an Order has been rapid, but the increase in membership and responsibilities have not exceeded their capabilities to solve problems, and as a result the Brotherhood, while advancing with rapid strides, is compact and conservative, and is destined to exert a powerful influence in bettering the interests of railroad employes throughout the country.

It is worthy of remark, that notwithstanding the times in which we live are distinguished for a mad rush after the "almighty dollar," there are men who will pause in the race to honor heroism, and such was the record in the case of James McDonough, engineer on the G. C. & S. F. R. R., late a member of Gulf City Lodge, No. 115, B. of L. F. For an act of heroism the passengers on his train presented him with a beautiful costly gold medal, on the face of which was engraved a star and locomotive and on the reverse side the following inscription: "To James McDonough, from grateful passengers, for his heroic efforts in averting a fatal accident near Alvin, Texas, Sept. 8, 1888." We record such incidents with real satisfaction. They bring into prominence the courage of men in charge of railroad trains and that the men and women who travel are ready and willing to acknowledge the obligations they are under to the men who have the custody of their lives.

THE reflection of Mr. Ed. F. O'Shea to the responsible position of Grand Secretary and Treasurer of the Brotherhood of Railroad Brakemen, was a testimonial of confidence in his integrity and capabilities, the highest the Brotherhood could bestow. It was a reward of merit—a reward fairly won and gracefully bestowed. Mr. O'Shea is one of nature's noblemen. Genial in disposition, warm in friendship, accurate in official duties and devoted to the principles and interests of the Order with which he is conspicuously identified, it is not surprising that he was selected to the important office he has filled with signal ability. We cordially congratulate Mr. O'Shea and felicitate the great Brotherhood upon its appreciation of merit.

THE committee on federation appointed by the Brotherhood of Railroad Brakemen consists of its Grand Officers, viz: Grand Master S. E. Wilkinson, First Vice Grand Master W. G. Edens, and Grand Secretary and Treasurer Ed. F. O'Shea. To this committee the subject of federation is referred, the same as in the case of the Firemen and Switchmen, committees having full power to act in the matter.

THE MAGAZINE TO THE FRONT.

The *Locomotive Fireman's Magazine* has won its way, not only to the front, but to a position in advance of all other Brotherhood organs published in the United States. This is not boasting, but the statement of a gratifying fact well calculated to arouse, on the part of Brotherhood Firemen, a determination to hold the advanced position and to give the organ of the Order a larger circulation and a wider share of usefulness.

In our organization each Lodge has an officer known as the Magazine Agent, who is specially charged with the duty of looking after the interests of the *Magazine*. It is not an easy matter to overestimate the importance of his duties. If he is vigilant and aggressive, if he has intelligence and industry, he can and will indefinitely increase the circulation of the *Magazine*, and at the same time promote the welfare of the Brotherhood. But we desire to say to the membership that the election of a Magazine Agent ought not in any degree detract from a member of the Order any earnestness of desire to make the *Magazine* in the future, still more than it has been in the past, potent as a means of carrying forward the great enterprises of the Order. And we are satisfied if the members of the various Lodges will actively aid the Agent in his efforts to obtain subscribers, not less than 50,000 *Magazines* will be published monthly during the year 1889.

It is known that after January 1st, 1889, the *Magazine* will be enlarged, that sixteen pages will be added, which, while it will afford us larger opportunities to make it valuable to its readers, it will necessarily entail additional expense. But if the Agents and the membership work together in securing subscribers, the enlargement will not only prove to be advantageous financially but will give to the Order higher character in the labor organizations of the country.

Taking this view of the subject, and we are satisfied it is the correct one, we are not only bold but urgent in requesting the personal efforts of every Brotherhood Fireman to help, as best he may, to increase the subscription list of the *Magazine*. It is a Brotherhood enterprise. It speaks for the Order, champions the interests of Locomotive Firemen, and every effort to increase its circulation and influence, must of necessity, to a greater or less extent, inure to the individual benefit of members of the Order.

We are profoundly in earnest upon this subject. We shall leave nothing undone or unsaid to aid the Brotherhood in accomplishing its mission, and we are persuaded all that is required to realize the most sanguine expectations is to enlist actively the aid of the membership of the Order. Let the response be prompt and emphatic. The *Magazine* is worthy of patronage, no Fireman need blush to solicit a subscriber, and we shall do all in our power to hold every subscriber obtained.

GRAND MASTER S. E. Wilkinson, continues at the head of the Brotherhood of Railroad Brakemen, and will in the future, as in the past, be found maintaining the dignity of the Order, giving it character and influence throughout its entire jurisdiction. No man more thoroughly comprehends the mission of organized labor, or sees more distinctly the ultimate good to be secured. As a leader, he is courageous, reliable and considerate, and having the unqualified confidence of the Brotherhood of Brakemen, a steady advance is assured.

THE members of East Albany Lodge, No. 215, have very considerably determined to have a Bazaar, commencing December 3d and continuing to the 15th of the month. That the enterprise may be both pleasant and profitable is assured, if the members of the Lodge so determine and the ladies give it the wealth of their smiles and influence.

FEDERATION.

The Brotherhood of Railroad Brakemen, comprehending the advantages certain to result from federation, unequivocally endorsed the movement at its annual convention, held in Columbus, in October last. In doing this, the B. of R. B. demonstrated beyond all cavil that it comprehended the benefits certain to accrue from an alliance, offensive or defensive, as the case might be, nor were the delegates deterred from action by any frivolous objections. The Brotherhood of Locomotive Firemen, at the Atlanta Convention, announced a desire to federate for the protection of railroad employes. The lessons of experience were of a character not to be ignored, and the delegates of the Brakemen's Brotherhood grasped the subject, and true to their professions wheeled into line; but the Engineers, contrary to the expectation of their best friends, and what was believed to be the well-founded hopes of Locomotive Firemen, concluded to postpone action, and for the present at least, have arrayed their Order against the proposed alliance. The Locomotive Firemen, in Convention at Atlanta, extended an invitation to the Brotherhood of Locomotive Engineers to federate for the good of all, but the invitation was declined. We do not propose here and now to discuss the subject, but desire simply to say that the action of the Engineers will not prevent the Federation of Firemen, Brakemen and Switchmen. These Orders will go forward in the line of duty and progress—they will keep step to the federation music. They are qualified and will solve the problem. The spirit of fraternity animates them all. They are desirous that justice shall be done to all workmen. There is much to be said upon the subject of federation, and beginning with the January number of this *Magazine*, we shall discuss it in all of its phases, and in dealing with facts we shall not hesitate to indulge in plainness of speech.

The reelection of H. C. Hays, Esq., to the important position of First Grand Assistant Engineer of the Brotherhood of Locomotive Engineers, is a substantial endorsement of a gentleman, whose head and heart qualities are of the very best. Such things show conclusively that human nature is not a failure and that merit does not always go unrewarded.

First Vice Grand Master W. G. Edens, of the Brotherhood of Railroad Brakemen, is a gentleman eminently fitted for the position, and will contribute by his vigilance and capabilities to the influence and growth of the Brotherhood. The Brotherhood of Brakemen is to be congratulated in having good men for every responsible position.

AFTER January 1, 1888, all money sent to the Grand Lodge, if sent by express, must come in the form of express orders. Money can be sent by draft or postoffice orders, and must be forwarded in one or the other of the methods named. This change is made to guard against mistakes which hitherto have been numerous and vexatious and is now the law of the Order.

WE are constantly receiving resolutions to be printed in the *Magazine*. We desire to say to our brethren of the various Lodges, that by the order of the Brotherhood, passed at the Atlanta Convention, no more resolutions of any kind will appear in the *Magazine*. By keeping this fact in mind the Lodges will be exempt from much needless trouble.

MR. L. C. FOSTER, JR., the gentleman retained by the Brotherhood of Railroad Brakemen to fill the office of Second Vice Grand Master, will be found in all regards a worthy associate of the other Grand officers of the Order, and the Grand Lodge of Brakemen, as now constituted, will, we are confident, maintain the enviable prestige of the Brotherhood.

THE *Magazine*, it is needless to say, has from the first taken a deep interest in the fortunes of the Brotherhood firemen who have with unwavering fortitude and fidelity sought to regain their positions on the C., B. & Q. Our advice to them now is to seek employment elsewhere. This advice is not ventured because of the stubbornness of the corporation; that we believe, could have been overcome, but is predicated upon the action of others who, we had been led to believe would have utilized every prudent power within their reach to have secured victory. But as a chain is no stronger than the weakest link, so a strike is no stronger than the weakest organization engaged in it—and the weakest organization in the C., B. & Q. strike is not the Firemen nor the Switchmen.

THERE has been forwarded to the Secretary of each Lodge of the Brotherhood a package containing subscription books, subscription blanks, receipt books, envelopes, and a full line of supplies for Magazine Agents. If any Agent fails to receive the package he should at once call the attention of the Secretary of the Lodge to the fact, and if the Secretary has not received the package no time should be lost in communicating with the Grand Lodge. In this matter there should be watchfulness and prompt action.

Acknowledgments.

LOS ANGELES, CAL., October 24, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIR:—Accept my heartfelt thanks for the prompt payment of the sum of fifteen hundred dollars (\$1,500) due me by the death of my beloved son, Charles P. Grupe, of Lodge No. 90. May God bless and prosper the B. of L. F., is the sincere wish of

MARY J. GRUPE.

STANBERRY, MO., October 5, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIR AND BROTHERS:—I desire to return my sincere thanks to the B. of L. F. for their kindness to me, and also for the prompt payment to me of a draft for \$1,500 due me on my disability claim, which I received through our Receiver, T. A. Newcomb. Wishful that the Brotherhood may prosper in the future as it has in the past, I remain, Yours fraternally,

JOHN McMULLEN.

PHILADELPHIA, PA., October 5, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I herewith acknowledge the receipt of draft for fifteen hundred dollars (\$1,500), per hands of Harry C. Ewing, the Receiver of Fairmount Lodge, No. 333, as payment in full for the amount due on the Beneficiary Certificate of my late husband, Chas. W. Fowler. May God bless the Brotherhood is the wish of

Yours respectfully,

ELLA L. FOWLER.

JACKSON, TENN., October 6, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I hereby acknowledge the receipt of a draft for \$1,500 the amount of insurance due me on the death of my husband, Charles H. Pierce. I desire to return my sincere thanks to the Brotherhood for the money and I also wish to express my appreciation of the kindness and attention shown my beloved husband and the respect shown him after death. Words are inadequate to express the gratitude I feel toward your noble Order. I also tender my heartfelt thanks to members of the Brakemen's Lodge and also to the Engineers who so kindly assisted at the funeral. With best wishes for the prosperity of the Brotherhood, I remain your sincere friend,

MRS. SUSIE PIERCE.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

DECEMBER, 1888.



OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., December 1, 1888. }

Assessment Notice for December.

ASSESSMENT NO. 29 AND 30, \$2.00.

To Subordinate Lodges.

DEAR SIRS AND BROTHERS: You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 289. Walter S. Heffer, of Superior Lodge, No. 225; was killed by Railroad Accident, September 10th, 1888.

CLAIM No. 290. G. M. Jones, of Overland Lodge, No. 123; was killed by Railroad Accident, September 15th, 1888.

CLAIM No. 291. T. F. Lee, of Chicago Lodge, No. 95; died of Typhoid Fever, February 5th, 1887.

CLAIM No. 292. James Maloney, of Minnehaha Lodge, No. 61; died of Consumption, March 19th, 1887.

CLAIM No. 293. John Martin, of Gulf City Lodge, No. 115; died of Bright's Disease, April 14th, 1887.

CLAIM No. 294. H. Schneider, of Guard Rail Lodge, No. 168; sustained a loss of an Arm, May 6th, 1887.

CLAIM No. 295. T. Donoghue, of New Hope Lodge, No. 37; was killed by Railroad Accident, October 15th, 1887.

CLAIM No. 296. T. J. Dunlap, of Etna Lodge, No. 163; died of Typhoid Pneumonia, January 10th, 1888.

CLAIM No. 297. R. B. Coble, of Frisco Lodge, No. 51; died of Consumption, January 13, 1888.

CLAIM No. 298. A. R. Johnston, of Triumphant Lodge, No. 47; sustained the partial loss of a hand, January 19th, 1888.

CLAIM No. 299. J. A. McPaul, of Fall River Lodge, No. 336; died of Consumption, March 16th, 1888.

CLAIM No. 300. William Aris, of F. G. Lawrence Lodge, No. 172; was killed by Railroad Accident, June 20th, 1888.

CLAIM No. 301. D. Westfall, of Landmark Lodge, No. 128; sustained the loss of a Foot, July 2nd, 1888.

CLAIM No. 302. William Bunch, of Ohio River Lodge, No. 294; was killed by Railroad Accident, September 3d, 1888.

CLAIM No. 303. Frank Kelble, of Custer Lodge, No. 191; sustained the loss of a Leg, September 9th, 1888.

CLAIM No. 304. O. E. Fox, of Boston Lodge, No. 57; was killed by Railroad Accident, September 10th, 1888.

CLAIM No. 305. Lee Williams, of Rose City Lodge, No. 45; was killed by Railroad Accident, September 28th, 1888.

CLAIM No. 306. Frank Cooley, of Buffalo Lodge, No. 12; was killed by Railroad Accident, September 30th, 1888.

CLAIM No. 307. Charles Marley, of Metropolitan Lodge, No. 303; sustained the loss of an Arm, October 3d, 1888.

CLAIM No. 308. Mac Wertz, of Harrisburg Lodge, No. 174; sustained the loss of a Foot, October 4th, 1888.

CLAIM No. 309. Martin Higgins, of Troy City Lodge, No. 315; died from Abscess of Brain, the result of a Fracture, October 5th, 1888.

CLAIM No. 310. Pat Gorman, of J. M. Dodge Lodge, No. 79; died of Typhoid Fever, October 7th, 1888.

CLAIM No. 311. Charles Menninger, of Onoko Lodge, No. 211; died of Apoplexy, October 19th, 1888.

CLAIM No. 312. Edward Knapp, of Hudson River Lodge, No. 349; died of Typhoid Fever, October 24th, 1888.

CLAIM No. 313. Charles C. Baum, of Blooming Lodge, No. 40; was killed by Railroad Accident, October 25th, 1888.

CLAIM No. 314. J. J. LeCain, of Morning Star Lodge, No. 88; was declared totally disabled with Hernia and Spinal Disease, October 25th, 1888.

CLAIM No. 315. Howard D. Clark, of Justice Lodge, No. 357; was declared totally disabled with Partial Paralysis, October 30th, 1888.

CLAIM No. 316. Dennis Boyer, of Self Help Lodge, No. 80; was declared totally disabled with Locomotor Ataxia, November 1st, 1888.

CLAIM No. 317. George C. Green, of United Lodge, No. 60; was declared totally disabled with Softening of the Brain, November 5th, 1888.

Note.—Claims Nos. 289, 290, 291, 292, 293, 294, 295, 296, 297 and 298 were allowed by the First Biennial Convention.

Two assessments amounting to Two Dollars are levied for the payment of the above claims as follows:

Assessment No. 29 is levied on Claim No. 317, and all members who were admitted on or before October 19, 1888, are liable therefor.

Assessment No. 30 is levied on Claim No. 317, and all members who were admitted on or before November 5th, 1888, are liable therefor.

You are required to pay the above assessment to the Collector of your Lodge on or before December 25th, 1888, otherwise you will stand suspended from all the benefits of the Order until you have paid up and have been reinstated by your Lodge, as provided in Section 54, of the Constitution of the Grand Lodge.

Yours Fraternally,

EUGENE V. DEBS, G. S. & T.

Unknown Addresses.

JACOB WALL is requested to correspond with the Secretary of Royal Gorge Lodge, No. 59, Pueblo, Colorado.

FRANK GANO is requested to correspond with the Secretary of Royal Gorge Lodge, No. 59, Pueblo, Colorado.

I. O. DAMSELL, operator, who was last heard from at Helena, Montana, is requested to correspond with E. D. Ferrell, Lock Box 124, Granite, Montana.

ROBERT FOWLER, who, in 1884, was employed as hostler on the Canada Pacific Railroad, is requested to correspond with Thos. Eckerley, C. E., Division, No. 320, B. of L. E., Kamloops, B. C.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., November 1, 1888. }

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending October 30, 1888.

RECEIPTS.

Lodge Nos.	Back Asses'm't.	Asses'm't No. 25.	TOTAL	Lodge Nos.	Back Asses'm't.	Asses'm't No. 25.	TOTAL
1	\$9.00	\$75.00	\$84.00	54	\$9.00	\$91.00	\$100.00
2	15.00	15.00	30.00	55	27.00	27.00	54.00
3	73.00	108.00	181.00	56	21.00	21.00	42.00
4	37.00	80.00	117.00	57	62.00	62.00	124.00
5	10.00	91.00	101.00	58	14.00	61.00	75.00
6	10.00	83.00	93.00	59	9.00	44.00	53.00
7	37.00	37.00	74.00	60	56.00	56.00	112.00
8	9.00	56.00	65.00	61	59.00	56.00	115.00
9	103.00	91.00	194.00	62	1.00	41.00	42.00
10	16.00	69.00	85.00	63	23.00	17.00	40.00
11	1.00	97.00	98.00	64	211.00	55.00	266.00
12	29.00	225.00	254.00	65	5.00	57.00	62.00
13	275.00	95.00	370.00	66	4.00	96.00	100.00
14	27.00	162.00	189.00	67	19.00	47.00	66.00
15	4.00	43.00	47.00	68	2.00	37.00	39.00
16	129.00	133.00	262.00	69	4.00	31.00	35.00
17	25.00	25.00	50.00	70	2.00	59.00	61.00
18	6.00	44.00	50.00	71	27.00	104.00	131.00
19	41.00	41.00	82.00	72	16.00	50.00	66.00
20	2.00	31.00	33.00	73	22.00	22.00	44.00
21	63.00	53.00	116.00	74	22.00	91.00	113.00
22	9.00	18.00	27.00	75	2.00	53.00	55.00
23	13.00	13.00	26.00	76	3.00	109.00	112.00
24	35.00	35.00	70.00	77	14.00	42.00	56.00
25	25.00	52.00	77.00	78	1.00	45.00	46.00
26	10.00	70.00	80.00	79	84.00	58.00	142.00
27	85.00	85.00	170.00	80	8.00	78.00	86.00
28	86.00	53.00	139.00	81	16.00	87.00	103.00
29	32.00	27.00	59.00	82	54.00	47.00	101.00
30	7.00	17.00	24.00	83	62.00	62.00	124.00
31	22.00	43.00	65.00	84	48.00	48.00	96.00
32	5.00	28.00	33.00	85	51.00	53.00	104.00
33	8.00	55.00	63.00	86	13.00	13.00	26.00
34	18.00	18.00	36.00	87	46.00	46.00	92.00
35	35.00	45.00	80.00	88	3.00	43.00	46.00
36	6.00	29.00	35.00	89	57.00	28.00	85.00
37	86.00	96.00	182.00	90	2.00	18.00	20.00
38	15.00	68.00	83.00	91	6.00	72.00	78.00
39	8.00	53.00	61.00	92	41.00	47.00	88.00
40	21.00	24.00	45.00	93	117.00	117.00	234.00
41	29.00	29.00	58.00	94	4.00	40.00	44.00
42	138.00	138.00	276.00	95	79.00	79.00	158.00
43	67.00	67.00	134.00	96	37.00	31.00	68.00
44	19.00	62.00	81.00	97	8.00	88.00	96.00
45	5.00	44.00	49.00	98	4.00	34.00	38.00
46	12.00	68.00	80.00	99	101.00	19.00	120.00
47	66.00	66.00	132.00	100	18.00	18.00	36.00
48	43.00	54.00	97.00	101	30.00	30.00	60.00
49	107.00	230.00	337.00	102	3.00	37.00	40.00
50	2.00	46.00	48.00	103	17.00	21.00	38.00
51	2.00	82.00	84.00	104	17.00	18.00	35.00
52	23.00	23.00	46.00	105	36.00	71.00	107.00

Beneficiary Statement—Continued.

Lodge Nos.	Back Asses'm't.	Asses'm't No. 25.	TOTAL	Lodge Nos.	Back Asses'm't.	Asses'm't No. 25.	TOTAL
107	\$3.00	\$94.00	\$97.00	187	\$42.00	\$78.00	\$120.00
108	6.00	74.00	80.00	188	5.00	35.00	40.00
109	6.00	22.00	28.00	189	17.00	19.00	36.00
110	65.00	69.00	134.00	190	10.00	26.00	36.00
111	32.00	52.00	84.00	191	31.00	18.00	49.00
112	39.00	83.00	122.00	192	4.00	17.00	21.00
113	11.00	23.00	34.00	193	22.00	30.00	52.00
114	49.00	49.00	98.00	194	37.00	27.00	64.00
115	53.00	53.00	106.00	195	1.00	46.00	47.00
116	26.00	30.00	56.00	196	73.00	21.00	94.00
117	27.00	76.00	103.00	197	36.00	18.00	54.00
118	6.00	55.00	61.00	198	17.00	17.00	34.00
119	2.00	50.00	52.00	199	5.00	42.00	47.00
120	2.00	50.00	52.00	200	21.00	45.00	66.00
121	14.00	71.00	85.00	201	11.00	11.00	22.00
122	36.00	36.00	72.00	202	48.00	59.00	107.00
123	8.00	46.00	54.00	203	13.00	13.00	26.00
124	5.00	18.00	23.00	204	1.00	57.00	58.00
125	7.00	45.00	52.00	205	1.00	48.00	49.00
126	2.00	20.00	22.00	206	27.00	27.00	54.00
127	2.00	66.00	68.00	207	35.00	35.00	70.00
128	10.00	50.00	60.00	208	58.00	58.00	116.00
129	9.00	31.00	40.00	209	3.00	28.00	31.00
130	31.00	45.00	76.00	210	19.00	23.00	42.00
131	33.00	74.00	107.00	211	4.00	35.00	39.00
132	32.00	32.00	64.00	212	5.00	59.00	64.00
133	20.00	24.00	44.00	213	16.00	52.00	68.00
134	24.00	29.00	53.00	214	2.00	29.00	31.00
135	32.00	34.00	66.00	215	29.00	13.00	42.00
136	25.00	25.00	50.00	216	5.00	42.00	47.00
137	53.00	83.00	136.00	217	12.00	40.00	52.00
138	92.00	150.00	242.00	218	38.00	36.00	74.00
139	26.00	93.00	119.00	219	7.00	22.00	29.00
140	14.00	22.00	36.00	220	39.00	33.00	72.00
141	17.00	12.00	29.00	221	14.00	14.00	28.00
142	1.00	36.00	37.00	222	30.00	30.00	60.00
143	3.00	46.00	49.00	223	4.00	22.00	26.00
144	4.00	45.00	49.00	224	11.00	61.00	72.00
145	84.00	84.00	168.00	225	4.00	61.00	65.00
146	12.00	210.00	222.00	226	26.00	35.00	61.00
147	4.00	44.00	48.00	227	25.00	9.00	34.00
148	12.00	54.00	66.00	228	32.00	32.00	64.00
149	44.00	44.00	88.00	229	74.00	18.00	92.00
150	54.00	66.00	120.00	230	82.00	82.00	164.00
151	44.00	44.00	88.00	231	30.00	9.00	39.00
152	29.00	29.00	58.00	232	11.00	61.00	72.00
153	21.00	29.00	50.00	233	4.00	22.00	26.00
154	8.00	21.00	29.00	234	9.00	35.00	44.00
155	38.00	38.00	76.00	235	7.00	99.00	106.00
156	17.00	18.00	35.00	236	44.00	44.00	88.00
157	76.00	76.00	152.00	237	18.00	21.00	39.00
158	19.00	39.00	58.00	238	4.00	37.00	41.00
159	4.00	44.00	48.00	239	10.00	10.00	20.00
160	13.00	33.00	46.00	240	8.00	81.00	89.00
161	6.00	96.00	102.00	241	53.00	53.00	106.00
162	29.00	18.00	47.00	242	82.00	82.00	164.00
163	43.00	43.00	86.00	243	40.00	41.00	81.00
164	43.00	43.00	86.00	244	41.00	41.00	82.00
165	49.00	53.00	102.00	245	18.00	60.00	78.00
166	2.00	37.00	39.00	246	26.00	23.00	49.00
167	128.00	128.00	256.00	247	25.00	22.00	47.00
168	39.00	45.00	84.00	248	23.00	21.00	44.00
169	28.00	23.00	51.00	249	30.00	35.00	65.00
170	3.00	46.00	49.00	250	6.00	29.00	35.00
171	4.00	127.00	131.00	251	3.00	44.00	47.00
172	27.00	27.00	54.00	252	10.00	64.00	74.00
173	14.00	14.00	28.00	253	19.00	52.00	71.00
174	15.00	35.00	50.00	254	19.00	52.00	71.00
175	18.00	52.00	70.00	255	19.00	52.00	71.00
176	44.00	57.00	101.00	256	19.00	52.00	71.00
177	6.00	14.00	20.00	257	19.00	52.00	71.00
178	18.00	18.00	36.00	258	19.00	52.00	71.00
179	30.00	30.00	60.00	259	19.00	52.00	71.00
180	3.00	34.00	37.00	260	19.00	52.00	71.00
181	17.00	21.00	38.00	261	19.00	52.00	71.00
182	17.00	17.00	34.00	262	19.00	52.00	71.00
183	1.00	17.00	18.00	263	19.00	52.00	71.00
184	36.00	71.00	107.00	264	19.00	52.00	71.00
185	36.00	71.00	107.00	265	19.00	52.00	71.00
186	36.00	71.00	107.00	266	19.00	52.00	71.00

Beneficiary Statement—Continued.

Lodge No.	Back Assess'm't.	Assess'm't No. 25.	TOTAL.	Lodge No.	Back Assess'm't.	Assess'm't No. 25.	TOTAL.
267	\$26 00	\$37 00	\$63 00	328	\$17 00	\$54 00	\$71 00
268	22 00	7 00	29 00	329	16 00	16 00	32 00
269	40 00	0 00	40 00	330	23 00	18 00	41 00
270	5 00	79 00	84 00	331	25 00	25 00	50 00
271	0 00	42 00	42 00	332	26 00	10 00	36 00
272	0 00	30 00	30 00	333	14 00	76 00	90 00
273	0 00	40 00	40 00	334	0 00	0 00	0 00
274	3 00	12 00	15 00	335	0 00	0 00	0 00
275	85 00	39 00	124 00	336	0 00	7 00	7 00
276	0 00	15 00	15 00	337	12 00	42 00	54 00
277	0 00	11 00	11 00	338	0 00	18 00	18 00
278	31 00	0 00	31 00	339	0 00	31 00	31 00
279	18 00	9 00	27 00	340	0 00	21 00	21 00
280	27 00	27 00	54 00	341	1 00	25 00	26 00
281	34 00	32 00	66 00	342	35 00	18 00	53 00
282	0 00	24 00	24 00	343	0 00	0 00	0 00
283	2 00	42 00	44 00	344	0 00	0 00	0 00
284	5 00	82 00	87 00	345	12 00	0 00	12 00
285	0 00	43 00	43 00	346	4 00	15 00	19 00
286	12 00	71 00	83 00	347	0 00	11 00	11 00
287	5 00	64 00	69 00	348	0 00	0 00	0 00
288	0 00	16 00	16 00	349	13 00	46 00	59 00
289	0 00	0 00	0 00	350	0 00	24 00	24 00
290	23 00	14 00	37 00	351	0 00	14 00	14 00
291	27 00	37 00	64 00	352	0 00	32 00	32 00
292	48 00	0 00	48 00	353	77 00	26 00	103 00
293	26 00	4 00	30 00	354	0 00	61 00	61 00
294	4 00	27 00	31 00	355	14 00	22 00	36 00
295	5 00	16 00	21 00	356	5 00	28 00	33 00
296	0 00	23 00	23 00	357	4 00	17 00	21 00
297	7 00	14 00	21 00	358	19 00	0 00	19 00
298	0 00	0 00	0 00	359	22 00	21 00	43 00
299	2 00	38 00	40 00	360	1 00	29 00	30 00
300	0 00	41 00	41 00	361	3 00	35 00	38 00
301	4 00	25 00	29 00	362	0 00	0 00	0 00
302	0 00	18 00	18 00	363	8 00	34 00	42 00
303	1 00	19 00	20 00	364	19 00	13 00	32 00
304	4 00	31 00	35 00	365	0 00	26 00	26 00
305	0 00	15 00	15 00	366	0 00	10 00	10 00
306	0 00	58 00	58 00	367	10 00	15 00	25 00
307	0 00	39 00	39 00	368	1 00	17 00	18 00
308	0 00	0 00	0 00	369	6 00	21 00	27 00
309	3 00	29 00	32 00	370	0 00	11 00	11 00
310	0 00	27 00	27 00	371	4 00	17 00	21 00
311	0 00	26 00	26 00	372	6 00	20 00	26 00
312	0 00	36 00	36 00	373	1 00	17 00	18 00
313	5 00	30 00	35 00	374	3 00	13 00	16 00
314	46 00	12 00	58 00	375	0 00	15 00	15 00
315	4 00	45 00	49 00	376	2 00	38 00	40 00
316	18 00	36 00	54 00	377	2 00	27 00	29 00
317	2 00	58 00	60 00	378	0 00	21 00	21 00
318	0 00	0 00	0 00	379	32 00	26 00	58 00
319	59 00	0 00	59 00	380	0 00	0 00	0 00
320	6 00	33 00	39 00	381	0 00	21 00	21 00
321	0 00	0 00	0 00	382	22 00	20 00	42 00
322	8 00	27 00	35 00	383	0 00	20 00	20 00
323	5 00	27 00	32 00	384	0 00	16 00	16 00
324	6 00	8 00	14 00	385	6 00	20 00	26 00
325	4 00	10 00	14 00	386	0 00	0 00	0 00
326	20 00	31 00	51 00	387	0 00	5 00	5 00
327	0 00	23 00	23 00	388	0 00	22 00	22 00

Balance on hand October 1 \$28,725 10
Received during month 19,541 00

Total \$48,266 10
By Claims 263, 264, 265, 266, 267, 268, 269, 270,
271, 272, 273, 274 and 275 \$19,500 00

Balance on hand November 1 \$28,766 00
Respectfully submitted,
EUGENE V. DEBS, G. S. and T.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., December 1, 1888.

Special Assessment No. 17.

\$2.00.

To Subordinate Lodges:

DEAR SIBS AND BROTHERS:—You are hereby notified that Special Assessment No. 17, amount-

ing to Two (\$2.00) DOLLARS, has been levied this day upon all members whose names appear upon the roll of membership December 1st, 1888, and must be paid to the Collector of your Lodge on or before January 1st, 1889, as provided in Sections 11, 12 and 13 of the Protective Department. Any member failing to make payment of the foregoing assessment, as above required, will stand suspended from all the benefits of the Order until he has paid up and has been reinstated by a vote of the Lodge.

Any member failing or declining to make payment of the foregoing assessment within sixty days after the last day of payment will be expelled and so reported to the Grand Lodge in all things the same as in case of non-payment of beneficiary assessments.

Collectors are required to deliver their statements of this assessment to the Receiver, with the amount collected thereon, on or before January 2, 1889, and Receivers are required to forward the same so as to reach the Grand Lodge on or before January 10th, 1889.

Any Lodge failing or declining to make its returns as above required will be subject to the same penalties that are provided for the non-payment of beneficiary assessments.

Yours fraternally,

EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

J. W. GARDNER Chairman
Box 738, Fort Dodge, Iowa.

C. C. SUTHERLAND Secretary
Horton, Kansas.

L. P. SMITH 292 Fulton Street, Chicago, Ills.

GRAND EXECUTIVE BOARD.

LARRY WALTON Chairman
430 Wyoming Street, West Philadelphia, Pa.

W. H. BURNS Secretary
122 Newberry Avenue, Chicago, Ill.

J. J. LEAHY 2827 Fremont St., Philadelphia, Pa.

F. X. HOLL 808 22d Ave. S., Minneapolis, Minn.

W. H. McDONNELL 210 E. Market St., Scranton, Pa.

Subordinate Lodges.

1. DEEB PARK; Port Jervis, N. Y.

Meets in Union Hall at 2 P. M. every Sunday.

James Fordyce, Box 395 Master

Wm. Uhlman Secretary

A. H. Marsh Collector

Chas. F. Harkman, Box 26 Receiver

W. H. Decker Magazine Agent

2. HAND IN HAND; Providence, R. I.

Meets 2d Monday of each month, at 8:30 P. M., in Engineers' Hall.

C. Anthony Taft, 33 w Exchange st Master

Joseph W. Healy, 68 Lippitt St. Secretary

Willis A. Aldrich, 271 Smith St. Collector

J. W. Williams, 314 N Main st Receiver

Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets 2d and 4th Sundays at 2 P. M. in Germania Hall, 140 Newark ave.

C. W. Martin, 467 Grove st Master

D. W. J. Mahoney, 243 Second St. Secretary

J. B. Sweet, 125 Academy St. Collector

G. E. Benter, 1020 Herkimer St., Brooklyn, New York Receiver

S. Simpson, 572 Jersey Ave. Magazine Agent

- 4. GREAT EASTERN; Portland, Maine.**
Meets in B. of L. E. Hall, 1st and 3d Sundays.
F. O. Mitchell, 12 Mountfort St. Master
G. D. Getchell, 9 Brattle St. Secretary
A. E. Dennison, 28 Merrill St. Collector
F. A. Hurl, 47 Hanover St. Receiver
F. E. Fottle, 98 Newberry St. Mag. Agent
- 5. CHARTER; St. Thomas, Ontario.**
Meets in Engineer's Hall every Tuesday at 7:30 P. M.
L. D. Norton, Box 1273 Master
Wm. Deyell, Box 1273 Secretary
Robert Kremain, Box 1273 Collector
Frank Turrill, Box 1273 Receiver
Wm. Deyell, Box 1273 Magazine Agent
- 6. PRIDE OF THE WEST; De Soto, Mo.**
Meets every Monday at 2 P. M., in K. P. Hall, 2d and Boyd Sts.
J. Christofel, L. Box 198 Master
Alex Williams, L. Box 212 Secretary
R. E. Lanham, Box 408 Collector
F. W. Gratiot, Box 208 Receiver
Alex Williams, L. Box 212 Magazine Agent
- 7. POTOMAC; Washington, D. C.**
Meets 2nd and 4th Sundays in Monumental Building, Pennsylvania avenue, northwest, Bet. 1st and 2d streets.
A. J. Williams, 327 G. St., S. W. Master
Henry B. Clagett, 718 F. St., S. W. Secretary
Wm. C. Jasper, 508 S. Capitol St. Collector
Jas. E. Johnson, 627 Virginia ave., S. W. Receiver
Jos. M. Harmon, 1417 Maryland Ave., Baltimore, Md. Mag. Agent
- 8. RED RIVER; Denison City, Texas.**
Meets every Saturday at 7 P. M., in I. O. O. F. Hall, Main st.
C. W. Jeffries, 700 Houston ave. Master
R. E. Sherrill, 717 Nelson St. Secretary
T. W. Weaver, 700 W. Munson st. Collector
J. J. Crofton, 308 Houston ave. Receiver
Chas. W. Jeffries Magazine Agent
- 9. FRANKLIN; Columbus, Ohio.**
Meets at 6 1/2 N. High St., first Monday and third Tuesday evenings.
F. W. Arnold, 511 E. Main St. Master
C. C. Cott, 998 Pennsylvania Ave. Secretary
N. T. Beynon, 97 St. Clair St. Collector
F. J. Kietler, 212, 214 South High St. Receiver
Leonard Lawrence, 800 Arsenal ave. Mag. Agent
- 10. FOREST CITY; Cleveland, Ohio.**
Meets 2d and 4th Tuesdays at 7 P. M., in Odd Fellows Hall, 52 Public Square.
Jas. F. Tonsley, 24 Alford St., S. S. Master
A. G. Laubscher, Seward St., West Cleveland Secretary
T. P. Curtis, 141 Emmett St., S. S. Collector
John Crouse, 81 Penn St. Receiver
A. G. Laubscher, Seward St., West Cleveland Mag. Agent
- 11. EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays in Grimers Hall.
Frank N. Caffey Master
C. A. Stevenson, Box 106 Secretary
J. W. Sinclair, L. Box 96 Collector
Elvin Teel Receiver
A. L. Vandegrift Mag. Agent
- 12. BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. J. Knauff, 238 Fifth St. Master
Wm. J. Bruman, 395 Swan St. Secretary
W. J. Minor, 507 Eagle St. Collector
P. J. McNamara, 178 Miami St. Receiver
A. S. Bickley, 170 Myrtle ave. Magazine Agent
- 13. WASHINGTON; Jersey City, N. J.**
Meets 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M. Cor. Maple St., and Pacific Ave.
G. E. Hull, cor. Holliday & Lafayette sts. Master
Henry Kline, 141 Maple st. Secretary
Arthur M. Bogart, 15 Pacific ave. Collector
P. C. Quick, Somerville, N. J. Receiver
D. M. Blake, 254 Communipaw Ave., Mag. Agent
- 14. EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. at 84 W. Washington St., fourth floor.
Geo. P. Kern, 101 Belmont ave. Master
Wm. F. Smith, 680 E. Washington st. Secretary
E. J. Kline, 635 North West St. Collector
Wm. J. Hugo, 45 Ruckle St. Receiver
H. Zink, 168 So. East St. Magazine Agent
- 15. ST. LAWRENCE; Montreal, Canada.**
Meet in St. Charles Club Room, Point St. Charles, every alternate Sundays.
James Murphy, 65 Mullen St. Master
James Ashcroft, 9 Edinburgh St., Point St. Charles Secretary
Sam Edwards, 212 1/2 Bourgeois St., Point St. Charles, Montreal Collector
H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
H. J. Clarke, 154 Charron St., Point St. Charles, Montreal, Canada Mag. Agent
- 16. VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs Master
J. F. O'Reilly, 431 N. 4th St. Secretary
Henry Balesdorf, 203 N. 12th St. Collector
C. A. Bennett, 1004 N. 9th St. Receiver
E. W. Bundy, 702 N. 14 1/2 St. Magazine Agent
- 17. PINE RIDGE; Chadron, Neb.**
Meets 1st and 3d Sundays, at Masonic Hall.
J. H. Royer, L. Box 307 Master
L. V. Bowman Secretary
E. M. Wiles, L. Box 321 Collector
Rufus E. Chandler, L. Box 315 Receiver
J. H. Butler, Long Pine, Neb. Magazine Agent
- 18. WEST END; Slater, Mo.**
Meets in I. O. O. F. Hall 1st and 3d Sunday nights.
E. M. Mattice Master
J. J. Day Secretary
Albert Disney, Box 19 Collector
Geo. W. Michel, Box 145 Receiver
Albert Disney, Box 19 Magazine Agent
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:00 P. M.
J. S. Raitt, Box 8 Master
W. E. Cobb, Box 437 Secretary
F. W. Younghans, Box 8 Collector
Edgar Shepley, Box 8 Receiver
Chas. Short, Box 8 Magazine Agent
- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 P. M.
Ed. Cabow Master
Geo. C. Wells, Box 117 Secretary
Geo. Morse Collector
A. H. Copeland Receiver
E. L. Fick Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M., at 902 So. 4th St.
Eli Gichas, 941 Chouteau ave. Master
D. C. McClintock, 2016 Gratiot St. Secretary
Wm. Merkle, 810 Chambers st. Collector
Wm. C. Linck, 1433 Dodder St. Receiver
Eli Gichas, 941 Chouteau Ave. Magazine Agent
- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
Dan. O'Connor Master
F. A. Bonner Secretary
Alex. McLennan Collector
Dan O'Connor Receiver
George Brash Magazine Agent
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Mondays, over Wheeler's bank.
Louis LeClair Master
J. S. Ott, Box 381 Secretary
H. A. Dick, Box 284 Collector
J. S. Ott, Box 381 Receiver
A. P. Josselyn Magazine Agent
- 24. GREAT WESTERN; Parsons, Kansas.**
Meet in I. O. O. F. Hall on Johnson Ave., every Wednesday at 2:30 P. M.
J. E. Powell, L. Box 144 Master
F. E. Green, Box 418 Secretary
Chas. W. Maier, Box 514 Collector
J. E. Powell, L. Box 144 Receiver
J. W. Terrell, Box 822 Mag. Agent

- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
Aaron Starks, Box 348 Master
Ed. C. Brownson, Box 34 Secretary
James F. Bills Collector
Simon Rogers Receiver
Wm. J. Webster Magazine Agent
- 26. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays in B. L. E. Hall.
Wm. H. Pobjoy Master
Thomas Williams Secretary
Wm. H. Pobjoy Collector
Frank R. Melcher Receiver
Chas. A. Rich Magazine Agent
- 27. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d Sunday at 2:30 P. M. and 4th Mondays
at 7:30 P. M. at Room 18 O'Hara's Block.
F. McArdle, 853 G Ave. west Master
J. E. Collins, 165 A ave Secretary
J. L. Jennings, 328 G Ave. W Collector
C. B. Everett, 46 A avenue Receiver
J. H. McKenzie, 172 B Ave Magazine Agent
- 28. ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
Thos. Burney, L Box 2-5 Master
Reed M. Hindman, L Box 322 Secretary
John T. Stuart, L Box 357 Collector
Frank D. Winn, L Box 232 Receiver
F. M. Hindman Magazine Agent
- 29. CERRO GORDO; Mason City, Iowa.**
Meets 1st and 3d Tuesday evening of each month
cor. Second and Main Sts.
Chas S. Holman Master
J. H. Fulton, Box 706 Secretary
Max Newbowns Collector
J. H. Fulton, Box 706 Receiver
Stephen A. Trine Mag. Agent
- 30. CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E.
Waterloo, 1st and 3d Sundays at 2 P. M.
E. T. Gregory, 514 Sanson St. Master
R. A. Corson, Box 1154 Secretary
H. P. Esty Collector
K. A. Corson, Box 1154 Receiver
F. Fern, care J. C. R. R. shop . . Magazine Agent
- 31. E. B. CENTRE; Atchison, Kansas.**
Meets on 1st and 3rd Sundays at 2 P. M., cor. 3d
and Commercial St.
H. L. Clark, cor. Roberts and Commer-
cial st Master
S. G. Hamrick, 1308 Main st Secretary
Chas. Bennington, 14th and Santa Fe st. Collector
John O'Connor, 1308 Main St Receiver
C. H. Norris, 901 Commercial St. . . Mag. Agent
- 32. BORDER; Ellis, Kansas.**
Meets Tuesday evenings at 7:30 in I. O. O. F. Hall.
Geo. M. McClure, Box 205 Master
Gustave Ebeling Secretary
A. M. Petrie, Box 108 Collector
A. Waters, Box 105 Receiver
Harry Stigall Magazine Agent
- 33. SUCCESS; Trenton, Mo.**
Meets in Engineer's Hall, over Union Bank, 1st
and 3d Mondays at 2 P. M., and 2d and 4th
Mondays at 7 P. M.
Thomas E. Torpey Master
Thomas Griffin, Box 145 Secretary
Wm. Eckermen Collector
Frank Park Receiver
F. J. Fischer Magazine Agent
- 34. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2:30 P. M. in Engi-
neer's Hall, Fourth St.
E. M. Hodge, 608 7th Ave Master
Wm. Andrews, 502 N. Fourth St. Secretary
F. A. Kinch, 522 Seventh Ave Collector
Thos. Bulen, 619 Sixth Ave Receiver
Joseph F. Butler, 1705 S. 5th St . . . Mag. Agent
- 35. AMBOY; Amboy, Ill.**
James Lavelle Master
Thomas Monahan, Box 458 Secretary
Jas. Bersley Collector
Thomas Monahan, Box 458 Receiver
Jas. P. Duggan Magazine Agent
- 36. TIPPECANOE; Lafayette, Ind.**
Meets in Red Men's Hall at 2 P. M. Sundays
Chas Ernst, 164 Salem st, over U. S. Ex-
press Co Master
Albert H. Kelley, 98 Green St Secretary
Louis Raub, 126 N 8th st Collector
W. R. Johnson, 110 S. 4th St Receiver
M. S. Hewes, 82 Smith St Magazine Agent
- 37. NEW HOPE; Centralia, Ill.**
Meets every Thursday at 8 P. M.
H. G. Cormick, Box 151 Master
W. D. Holton, Box 244 Secretary
W. D. Holton, Box 244 Collector
C. W. Styles Receiver
T. J. Prickett Magazine Agent
- 38. AVON; Stratford, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
James Harvey, Box 318 Master
J. T. Burke, Box 318 Secretary
Wm. O'Brien, Box 318 Collector
G. Nuresey, Box 318 Receiver
Eugene A. Ball Magazine Agent
- 39. TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M., in Red
Men's Hall.
Geo. H. Hinkley Master
James Maroney Secretary
John O. Boyle Collector
Geo. H. Hinkley Receiver
Carl Boltz, 3031 Fifth Ave Magazine Agent
- 40. BLOOMING; Bloomington, Ill.**
Meets 910 W. Chestnut st., Tuesdays, at 7:30 P. M.
John Clark, 720 W Chestnut st Master
P. L. Cutler, 707 W Locust st Secretary
Geo. Meade, 1116 W. Chestnut St Collector
James Hill, 1208 N Lee st Receiver
Ed. J. Spreen, 608 N. Mason St. . . Magazine Agent
- 41. ONWARD; Dickinson, Dakota.**
Meets every Thursday at 7:30 P. M., in Odd Fel-
low's Hall.
W. F. Cunningham, L. Box 215 Master
O. A. Doeskey, Box 17 Secretary
O. A. Doeskey, Box 17 Collector
Joe Crosthwaite, L Box 158 Receiver
W. R. Williams Magazine Agent
- 42. ELMO; Madison, Wis.**
Meets in Good Templars Hall 2d and 4th Sundays.
Alfred Tyler, 312 Lake St Master
John Cashen, cor. Clymer & Broom st Secretary
Jno. Harrington, 520 W Main St Collector
Alfred Tyler, 312 Lake St Receiver
Alfred Tyler, 312 Lake St Mag. Agent
- 43. ST. JOSEPH; St. Joseph, Mo.**
Meets 1st and 3d Thursdays at I. O. O. F. Hall, 10
Pacific St.
F. O. Porter, N. E. Cor. Thirteenth and
Penn. Sts Master
Jas. Hyndman, 2216 S Sixth St Secretary
Jas. Hyndman, 2216 S. Sixth St Collector
Byron B. Wilber, 720 w. Dayton St. Receiver
C. D. Porter, 2324 S. 6th St., St. Joseph,
Mo Magazine Agent
- 44. F. W. ARNOLD; East St. Louis, Ill.**
Meets alternate Tuesdays, at 7:30 P. M. in Jack-
loch Hall on Missouri and Main sts.
T. J. Hayes, Box 375 Master
C. E. Long, Box 354 Secretary
Philip Cramer, Box 68 Collector
J. U. Roy Receiver
C. E. Long, Box 354 Magazine Agent
- 45. BOSE CITY; Little Rock, Ark.**
Meets in Quapaw Hall every Monday night.
P. H. Williams, 1114 Water St Master
Ed Chamberlain, 815 North St Secretary
Wm. Smith, 206 Cross st Collector
George Emery, 802 North St Receiver
Ed Chamberlain, 716 w Markham st. . . Mag. Agent

46. CAPITAL; Springfield, Ill.

Meets at Engineers' Hall, 217 South 5th st, 1st and 3d Sundays at 2 P. M.
 A. D. Hensley, 911 E. Reservoir st . . . Master
 E. W. Rowland, 427 S Ninth st . . . Secretary
 E. W. Rowland, 427 S. Ninth St . . . Collector
 James Allen, South 11th st . . . Receiver
 E. W. Anderson, 1007 E. Cook St . . . Mag. Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. cor. State and 18th sts. 1st Monday evening and 3d Sunday afternoons.
 W. E. Burns, 122 Newberry st . . . Master
 Wm. Keeler, 3830 LaSalle st . . . Secretary
 Wm. Keeler, 3830 LaSalle st . . . Collector
 C. Watson, 183, E 22d st . . . Receiver
 Martin Creighton, 1436 Indiana Ave. . . Mag. Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
 G. C. Watt, 617 1st st . . . Master
 J. V. Johnson, 412 Spencer St . . . Secretary
 W. A. McMillan, 206 State St . . . Collector
 G. C. Watt, 617 1st St . . . Receiver
 Jas. E. Dillon, 548 Frink St . . . Magazine Agent

49. J. N. RAYMOND; Decatur, Ill.

Meets 2d and 4th Sundays at 8 P. M., in Engineer's Hall, E. Eldorado St.
 Chas. Hockery, 1113 N Calhoun st . . . Master
 Geo. Homer, 1021, E Cerro Gordo st . . . Secretary
 Wm. Murphy, 921 E Alderado st . . . Collector
 A. H. Sutton, 975 N. Water St . . . Receiver
 Wm. Langelt, 903 N. Morgan st. . . Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets 1st and 3d Saturdays at 7:30 P. M.
 J. J. Coffey, S. W. cor. School & Dunkin Park, Town of Lake, Ill . . . Master
 John O. Grady, 4930 Butterfield st . . . Secretary
 C. D. D'ekerman, 5142 Dearborn st . . . Collector
 J. Delaney, 807 Dexter ave . . . Receiver
 G. W. Brislen, 4700 Wabash Ave . . . Mag. Agent

51. FRISCO; North Springfield, Mo.

Meets 2d and 4th Saturdays of each month at 7:30 P. M. in Masonic Hall.
 E. R. Harlan . . . Master
 Michael Gaffney, Box 277 . . . Secretary
 George Hasler . . . Collector
 John C. Carson . . . Receiver
 Chas. Schuler . . . Mag. Agent

52. GOOD WILL; Logansport, Ind.

Meets every Sundays at 2 P. M., Cor. Fourth and Market Sts.
 Chas. Truman, 1318 Spear st . . . Master
 W. A. McDonald, 1216 Smead St . . . Secretary
 John T. Maloy, 715 w. Ottawa St . . . Collector
 M. W. Jamison, Market and Fourth sts., Receiver
 J. A. Holland, corner George and 15th Sts . . . Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets 1st and 3d Sundays at 2:30 P. M., in A. O. U. W. Hall, cor. Fifth and Com. sta.
 John C. Hampson, 114 West st . . . Master
 Louis D. Brignam, 108 Rural st . . . Secretary
 John McGaha, Moline, Kan . . . Collector
 John Turnpugh, 2 Pine St . . . Receiver
 W. R. Samuels, 524 Rural St . . . Mag. Agent

54. ANCHOR; Moberly, Mo.

Meet Tuesdays at 7 P. M. in Supplies Bros. Hall.
 James A. Robertson . . . Master
 J. T. Grimes, L. Box 118 . . . Secretary
 M. Sullivan, Box 1551 . . . Collector
 Luther B. Chamblin, Box 284 . . . Receiver
 J. S. Hannah, Box 1574 . . . Mag. Agent

55. BLUFF CITY; Memphis, Tenn.

Meets 2d and 4th Thursday evenings, at No. 16 Johnson Ave.
 Jacob Fuchs, L. & N. Shops . . . Master
 Jacob Wagner, L. & N. Shops . . . Secretary
 Jacob Wagner, L. & N. Shops . . . Collector
 Con Shea, L. & N. Shops . . . Receiver
 J. E. McFadden, 186 Johnson ave . . . Mag. Agent

56. BANNER; Stanberry, Mo.

Meets every Saturday night at 7:30 P. M.
 Jos. J. Smith . . . Master
 Chas. H. Runyan . . . Secretary
 Chas. H. Runyan . . . Collector
 T. A. Newcomb . . . Receiver
 Jos. J. Smith . . . Mag. Agent

57. BOSTON; Boston, Mass.

Meets 1st and 3d Sundays of each month at Odia Hall, 47 Hanover st.
 F. F. Derby, Fitchburg R. R Engine House, Charlestown, Mass . . . Master
 T. H. Haines, Ocean View St., Winthrop, Mass . . . Secretary
 A. W. Spurr, 66 Hammond St . . . Collector
 T. H. Haines, Ocean View St., Winthrop, Mass. . . Receiver
 Oscar Huber, Fitchburg R. R. Engine House, Charlestown, Mass . . . Mag. Agent

58. SACRAMENTO; Rocklin, Cal.

Meet every Monday in Masonic Hall at 1 P. M.
 C. C. Brown . . . Master
 C. E. Warmington . . . Secretary
 C. E. Warmington . . . Collector
 M. H. Tuttle . . . Receiver
 M. H. Tuttle . . . Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.

Meets every Monday evening at 7:30.
 S. H. James, 610 W 7th st, Pueblo . . . Master
 John Gallagher, 27 Block . . . Secretary
 C. S. Walker, 349 Mechanic st, Pueblo . . . Collector
 M. C. Donnelly, 316 E. 2d St, Pueblo . . . Receiver
 John T. DeJersey, Pueblo, Colo . . . Mag. Agent

60. UNITED; Philadelphia, Pa.

Meets alternate Sundays at Dover Hall, Marshall St. above Susquehanna ave.
 Fred. O. Metzger, 1811 Letterly st . . . Master
 B. F. Pettit, 2055 n 9th st . . . Secretary
 J. R. Race, 521 Diamond St . . . Collector
 B. F. Pettit, 2055 N. Ninth St . . . Receiver
 J. R. Race, 521 Diamond st . . . Magazine Agent

61. MINNEHANA; St. Paul, Minn.

Meets 2d and 4th Sundays, in Druid's Hall, cor. Jackson and 7th Sts.
 James V. Piper, cor. Jackson St. and Como ave . . . Master
 P. McLaughlin, 78 Sycamore St . . . Secretary
 H. E. Kemp, 233 Granite St . . . Collector
 Theo. F. Hart, 709 Tuscarora St . . . Receiver
 Jas. Johnson, 608 Warren St . . . Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets 2d and 4th Sundays at 2 P. M., in Odd Fellows' Hall, cor. 7th and Church sts.
 John P. McCawley, Box 608 . . . Master
 U. S. Van Dermark, Box 441 . . . Secretary
 W. H. Brokenshies . . . Collector
 A. M. Banks, Box 479 . . . Receiver
 O. E. Histed, L. Box 855 . . . Magazine Agent

63. HERCULES; Danville, Ill.

Meets 1st and 3d Sundays in K. of H. Hall, West Main street.
 John Myers, 808 N. Jackson St . . . Master
 Bernard Munion . . . Secretary
 John Wakely, Box 772 . . . Collector
 H. J. Bohn, 501 E. Main St . . . Receiver
 T. A. Hudson . . . Mag. Agent

64. SIOUX; Sioux City, Iowa.

Meets 2d and 4th Sundays at 2:30 P. M. in K. P. Hall.
 D. L. Davenport, 1521 E Sixth st . . . Master
 James Griffin, 419 Clark st . . . Secretary
 Sidney Weir, 506 Iowa St . . . Collector
 D. L. Davenport, 1521 E Sixth st . . . Receiver
 Warren Bennett . . . Mag. Agent

65. FORT RIDGELY; Waseca, Minn.

Meets 1st and 3d Sundays at Engineer's Hall.
 Jas. B. Newcomer . . . Master
 G. Bennett . . . Secretary
 J. A. Robinson . . . Collector
 W. D. Grimes, Box 488 . . . Receiver
 George Woskie . . . Magazine Agent

- 66. CHALLENGER; Belleville, Ontario.**
Meets in B. of L. F. Hall, 3d and 4th Sundays at 2:30 P. M.
Robert Milne, Belleville Station Master
F. C. Link, Belleville Station Secretary
F. J. Logue, Box 9, Belleville Station Collector
Tim Daly, Jr., Belleville Station Receiver
R. Snell Magazine Agent
- 67. DOMINION; Toronto, Canada.**
Meets in I. O. O. F. Hall 2d and 4th Sundays at 2:30 P. M.
W. Brent, 85 Spadina ave. Master
Sidney Vaughan, 5 Draper St. Secretary
Jas. Pratt, 174 Huron St. Collector
Sidney Vaughan, 5 Draper St. Receiver
Jas. Pratt, 78 Huron St. Mag. Agent
- 68. LAU CLAIRE; Altoona, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
Jerry Laughlin Master
Timothy Anglim Box 12 Secretary
Patrick E. Keating, Box 62 Collector
Martin E. Duggan Receiver
Martin E. Duggan Mag. Agent
- 69. ISLAND CITY; Brockville, Ontario.**
Meets every Thursday evening at 7:30 P. M. in the Merrill Block.
Thos. Shields, Box 558 Master
A. W. Dales, Box 206 Secretary
J. G. Goodison, Box 206 Collector
I. J. Beebler, Box 558 Receiver
Benjamin Dickerson Magazine Agent
- 70. LONE STAR; Longview, Texas.**
Meet every Tuesday at 2 P. M. in I. O. O. F. Hall.
I. H. Stout, Box 411 Master
Lorenzo D. Oden, Box 411 Secretary
Albert N. Oden, Box 411 Collector
Lorenzo D. Oden, Box 411 Receiver
C. W. Slayton, Box 421 Magazine Agent
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meets in B. of L. F. Hall 2d and 4th Sundays at 3 P. M.
Willard Robinson, 6 Mickley ave. Master
W. W. Rowe Secretary
E. W. Mills Collector
Irvin Baker Receiver
J. E. Owens, Box 598 Magazine Agent
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays of each month at N. E. Cor. 3d and Federal Sts.
John Coulter, 45 Cooper St. Master
Ger. M. Kern, 291 Knights ave. Secretary
Garret M. Weston, 565 Bridge St. Collector
Jas. L. Gibbs, Collinswood, N. J. Receiver
Henry Harris, 446 Henry St. Magazine Agent
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 302 Main St.
E. Brewer, 27 Houghton st. Master
Chas. A. Smith, 124 Central St. Secretary
Chas. L. Dodge, 21 Lagrange st. Collector
Chas. O. Sykes, North Grafton, Mass. Receiver
E. A. Bragg, 8 Kilby St. Magazine Agent
- 74. KANSAS CITY; Kansas City, Mo.**
Meets in Forrester's Hall alternate Mondays.
D. McDonnell, 2114 Bellevue Ave. Master
J. M. Tierney, Box 73, Station "A" Secretary
R. Haslett, 2117 Madison avenue Collector
W. B. Roberts, 1608 Madison Ave. Receiver
G. B. Campbell, Argentine, Ark. Mag. Agent
- 75. ENTERPRISE; Philadelphia, Pa.**
Meets 2d and 4th Sunday afternoons in Erickson's Hall, 3947 Lancaster ave.
Chas. H. Hawman, 620 west 35th street West Philadelphia Master
C. W. Reeves, 620 N. 38th St., W. Phila- delphia Secretary
Frank Dupell, 3621 Aspen St., W. Phila- delphia Collector
C. W. Reeves, 620 N. 38th St., W. Phila- delphia Receiver
Frank Dupell, 3621 Aspen St., West Philadelphia Magazine Agent
- 76. NEW ERA; Brockbridge, Minn.**
Meets 2d and 4th Sundays at 2 P. M. in Masonic Hall.
Geo. W. Sebastian Master
W. O. Hall Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Fred Whitbred, Box 84 Magazine Agent
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M. in Neef's Hall, Fifteenth street.
Chas. D. Lane, 2846 Lawrence St. Master
W. F. Brundage, 1216 Larimer St. Secretary
D. L. Marra, 445 Beecher ave, N. side Collector
W. F. Brundage, 1216 Larimer St. Receiver
H. M. Johns, 940 Eleventh st. Magazine Agent
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets every Thursday at 7 P. M. in Hart's Hall, E. Third street.
John Laybourne, 318 Engineer St. Master
H. D. Boullé, 1223 E. 6th St. Secretary
Edw. J. Moore, 109 E. Boonville St. Collector
Henry Meyer, 318 Engineers' St. Receiver
G. H. Lyocs, 318 Engineer st. Mag. Agent
- 79. J. M. DODGE; Roodhouse, Ill.**
Meets 1st and 3d Mondays and 2d and 4th Sun- days, in Engineer's Hall.
John Underwood Master
Chas. E. Stone Secretary
Chas. E. Stone Collector
W. Watson Receiver
J. A. Wells Magazine Agent
- 80. SELF HELP; Aurora, Ill.**
Meets over 26 and 28 Broadway, every 2d Sun- day.
Goo. Goding, 428 Benton st. Master
W. B. Miller, 110 Main St. Secretary
W. B. Miller, 110 Main St. Collector
Frank G. Boomer, 95 LaSalle St. Receiver
C. Kelly, 318 Fox st. Mag. Agent
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
Emery Scott Master
Geo. Watts, Box 1045 Secretary
W. J. Bain, Box 1763 Collector
Rowland Arundel, Box 569 Receiver
S. W. Green Magazine Agent
- 82. NORTHWESTERN; Minneapolis, Minn.**
Meet 1st Saturday evening and 3d Sunday after- noon of each month.
Ernest B. Mayo, 424 First avenue, so. Master
W. E. Richmond, 820 N. Girard Ave. Secretary
Robt. J. Watson, 716 4th ave N. Collector
W. E. Richmond, 820 N. Girard Ave. Receiver
Geo. E. Walker, 2130 Tenth Ave. So., Mag. Agent
- 83. TRINITY; Fort Worth, Texas.**
Meets in B. L. F. Hall every Wednesday at 8 P. M.
I. M. Dean, Box 406 Master
Geo. H. Tucker, Box 406 Secretary
I. M. Dean, Box 406 Collector
J. M. Dean, Box 406 Receiver
J. S. Whitley, Box 406 Magazine Agent
- 84. CALHOUN; Battle Creek, Mich.**
Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M. and 1st Monday at 7:30 P. M.
E. C. Wilder, 50 South Ave. Master
Jas. Burgess, 76 Bennett St. Secretary
Fred Voss, 103 Green St. Collector
E. C. Wilder, 50 South Ave. Receiver
A. Cronin, 119 Bennett St. Magazine Agent
- 85. FARGO; Fargo, Dakota.**
Meets 2d and 4th Sundays at I. O. O. F. Hall, Cor. Robert st. and Second Ave.
W. W. Sturman, Box 825 Master
Eugene McAuliffe, Box 688 Secretary
Wash. Terrett Collector
R. Roggeveen, 324 13th St., north Receiver
Thos. A. Kelly Magazine Agent

62. BLACK HILLS; Laramie City, Wyoming.

Meets Friday evening at 7:30 in K. L. Hall.

John W. Conlin Master
 Wm. Knosel Secretary
 Henry C. Bernard Collector
 Wm. Roth, Box 346 Receiver
 Chas. Reynolds Mag. Agent

63. SUMMIT; Rawlins, Wyoming.

Meets at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.

J. A. Measures Master
 J. Doherty Secretary
 G. C. Jordan Collector
 P. Naughton Receiver
 Wm. S. Ross Magazine Agent

66. MORNING STAR; Evanston, Wyoming.

Meets Thursdays at 7:30 P. M. in I. O. O. F. Hall.

J. C. Bowman Master
 Kenneth G. McLean, Box 150 Secretary
 Wm. L. Gray Collector
 J. C. Bowman Receiver
 James Holt Magazine Agent

69. CHEHAW; Montgomery, Ala.

Meets every Sunday, in K. P. hall, over National Band, Commerce St.

E. L. Cranford, Box 521 Master
 Ed. Austin, 115 Dexter ave. Secretary
 A. F. Grubbs, Box 524 Collector
 Geo. I. Fuller, 26 N. Perry St. Receiver
 A. F. Grubbs, Box 524 Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in Odd Fellows Hall 1st and 3d Monday evenings.

J. Dunn, Box 645 Master
 R. F. Lange, Box 645 Secretary
 Harvey Smith, Box 645 Collector
 J. W. Hilliard, Box 645 Receiver
 G. A. March, Box 645 Mag. Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M., Cor. Valencia and 16th Sts.

Mat Rourke, 1855 Mission St. Master
 Charles A. Crites, 243 Sixteenth St. Secretary
 W. J. Allen, 24 Julian Ave., near 15th, Collector
 James Doyle, 537 18th St. Receiver
 James Doyle, 537 18th St. Mag. Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays at N. Y. O. & W. Ry. Depot.

Chas. Speth, 39 W. Talman St. Master
 Myrom H. Counsell, 16 E. 5th St. Secretary
 M. H. Murphy, E. Merder St. Collector
 S. C. Forsyth, 166 W. Utica St. Receiver
 S. C. Forsyth, 166 W. Utica St. Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.

John Cronin, Cor. Band Bluff Sts. Master
 A. J. Ebersoll, 1213 Bank St. Secretary
 E. J. Kelley, 519 Ridge St. Collector
 John H. Carter, 507 Main St. Receiver
 Henry Mountgumery, Centerville. Mag. Agent

94. CACTUS; Tucson, Arizona.

Meets every Tuesday at 7:30 P. M. at B. of L. F. Hall, Cor. Tool Ave. and Pennington St.

W. E. Butler, Box 218 Master
 Jacob Hettrick Secretary
 F. M. Blaney Collector
 N. H. Cramer Receiver
 J. C. Clancey, L. Box 218 Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave. 2d Tuesday at 8:00 P. M. and last Sunday of each month, at 9:30 A. M.

D. M. Leavitt, 38 Temple st. Master
 Vernon L. Culver, 174 N. Halstead st. Secretary
 J. F. Cantlon, 142 Front St. Collector
 E. W. Wallbaum, 224 Larrabee St. Receiver
 Pat Grady, Lake Forest, Ill. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.

G. Leibtag Master
 Frank Ray, Box 605 Secretary
 Wm. M. King Collector
 Joseph Quinn, Box 280 Receiver
 John Leibtag, Box 305 Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets every Tuesday evening at 7:30, at 512 San Fernando St.

George C. Morton, Box 72 Master
 J. D. DeFrees, Box 72 Secretary
 Wm. T. Curl, Box 72 Collector
 Ed. Whitney, 22 Railroad St. Receiver
 F. B. Boyett, Box 72 Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets every Tuesday, at Engineers' Hall.

F. C. Stokes Master
 E. G. White Secretary
 J. H. Neven Collector
 R. W. Shields Receiver
 E. G. White Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets every Friday evening, at No. 33 Market St.

E. E. Pruyne, 41 First Ave. Master
 W. P. Couch, 90 Broadway Secretary
 Geo. Kingsley, 22 Upton Park Collector
 James N. Clark, 40 Asylum St. Receiver
 Wm. H. Rice, 9 Norwood St. Mag. Agent

100. ADAIR; Bowling Green, Ky.

Meets every Monday at 2 P. M., in Wrights Hall, cor. Main and Adams sts.

Wm. Coleman Master
 Woods L. Miller, Box 446 Secretary
 Woods L. Miller, Box 446 Collector
 Wesley Alsop Receiver
 Richard A. Potter Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 Pine st.

J. W. Crouch, Box 288 Master
 Al. Finley Secretary
 J. W. Crouch, Box 288 Collector
 J. F. Bryan, L. Box 319 Receiver
 H. H. Carter Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets alternate Sundays at 2 P. M., in I. O. O. F. Hall, S. E. cor. Sycamore and Sixth St.

F. S. Payne, 1221 Court Ave. Master
 C. M. Krull, 717 Lyon St. Secretary
 John Loveless, 1263 Fillmore St. Collector
 J. W. Combs, 1321 Buchanan St. Receiver
 H. L. Wilson, 118 9th st., Council Bluffs, Iowa Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meet every Thursday at 2 P. M. at Colgan's Hall, Cor. 10th and Walnut St.

Wm. C. Abbey, 1017 Story Ave. Master
 James J. Lawson, 1108 12th st. Secretary
 John B. Reynolds, 1017 13th st. Collector
 James J. Lawson, 1108 12th st. Receiver
 John H. Patrick, 939 Tenth St. Magazine Agent

104. "OLD KENTUCKY;" Ludlow, Ky.

Meets 1st and 3d Thursdays at 7:30 P. M. in I. O. O. F. Hall.

Frank Robinson Master
 M. J. Connelly Secretary
 Chas. Heimberger Collector
 J. E. Doran, Box 76 Receiver
 Chas. Heimberger Magazine Agent

105. PROGRESS; Galesburg, Ill.

Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M., in B. of L. E. Hall.

Wm. Heath, 351 E. Main St. Master
 J. A. Foley, 250 S. Kellogg St. Secretary
 J. L. Nelson, 327 N. Seminary St. Collector
 M. J. Buckley, 122 W. Knox St. Receiver
 C. G. Nelson, 522 Seminary St. Mag. Agent

- 106. KEY CITY; Dubuque, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., over Master Mechanic's Office.
Joseph Chaloupka, 1470 Cedar st . . . Master
D. W. Mason, 438 High St . . . Secretary
Joseph Chaloupka, 1470 Cedar st . . . Collector
J. D. Mahoney, 1846 Jackson st . . . Receiver
Jay E. Haines, 18 High St . . . Magazine Agent
- 107. ECLIPSE; Gallion, Ohio.**
Meets in Zimmerman's Hall every Thursday evening.
August Gerhart, Box 198 . . . Master
Ed. W. Armor, Box 701 . . . Secretary
Ed. W. Armor, Box 701 . . . Colector
J. A. Farnworth, Box 238 . . . Receiver
Geo. Canaan, Box 398 . . . Magazine Agent
- 108. PIONEER; Chama, New Mexico.**
Meets every Wednesday at 7:30 P. M., in D. & R. G. Passenger Depot.
J. C. McCabe, Box 8 . . . Master
Edward Bradley . . . Secretary
Chas. Schonefeld, Box 16 . . . Collector
Herman Berndt, Box 17 . . . Receiver
Edward Bradley . . . Magazine Agent
- 109. PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays of each month in Summit Hall, Cor. Ewing Ave. and Market St., at 7:30 P. M.
W. M. White, 944 Chouteau Ave . . . Master
J. L. Fate, 2919 Caroline St . . . Secretary
Chas. Durnell, 510 Montrose Ave . . . Collector
J. L. Fate, 2919 Caroline St . . . Receiver
J. L. Fate, 2919 Caroline St . . . Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 . . . Master
C. P. Collins, 29 Oak St., E. Toledo, O . . . Secretary
Wm. Fitzmaurice . . . Collector
W. C. Bruce . . . Receiver
C. P. Collins, 29 Oak St., E. Toledo, O., Mag. Agent
- 111. BEACON; Mattoon, Ill.**
Meets in K. of L. Hall Sunday at 2:30 P. M.
C. J. Singleton, L. Box 835 . . . Master
T. F. Barrett, Box 427 . . . Secretary
F. W. Neidheiser . . . Collector
C. J. Singleton, L. Box 835 . . . Receiver
Ben Newkirk . . . Magazine Agent
- 112. EVENING STAR; Mt. Vernon, Ill.**
Meets 1st and 3d Tuesdays in Helserman's Hall, at 7:30 P. M.
S. R. Wild . . . Master
John C. Branham . . . Secretary
John C. Branham . . . Collector
E. F. Lynch . . . Receiver
Thos. F. Thickston . . . Magazine Agent
- 113. CLARK-KIMBALL; Pocatello, Idaho.**
Meets in Masonic Hall every Monday at 7:30 P. M.
Ed. Anderson . . . Master
Ed Staples . . . Secretary
W. E. Randolph . . . Collector
Frank Walton, Allerdice, Mont . . . Receiver
E. G. Leaf, Ogden, Utah . . . Magazine Agent
- 114. MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M. in Engineers' Hall, Idleman's block.
John H. Bingham, Box 250 . . . Master
Ed. Anderson . . . Secretary
John Shannon . . . Collector
Ernest Heeman, 1010 Central ave . . . Receiver
Thos. O. Jones, Box 250 . . . Magazine Agent
- 115. GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays in The Temple of Honor.
H. L. Briggs, Cor. 8th and Market Sts . . . Master
Chas. F. Harritt, W. Ave. L, bet. 35th and 36th Sts . . . Secretary
G. E. Labitt, 76 W ave and L Sts . . . Collector
H. L. Briggs, 8th and Market Sts . . . Receiver
A. J. Schmidt, care G. C. & S. F. Ry Shops, Temple . . . Magazine Agent
- 116. ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays in Engineers' Hall at 1:30 P. M.
Wm. Dingwall, 2004 Stone St. Port Huron, Mich . . . Master
Robt. J. Gee, 1804 Poplar st, Pt. Huron . . . Secretary
Robt. J. Gee, 1804 Poplar st, Pt. Huron . . . Collector
E. G. Hubbard, Box 127 . . . Receiver
W. F. Benwick, Box 182, Brighton Park, Ill . . . Magazine Agent
- 117. BEAVER; London, Ontario.**
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
Edwin S. Chapman, 151 Clarence St . . . Master
George Black, 480 Simcoe St . . . Secretary
S. T. Fletcher, 221 Maitland St . . . Collector
Harry Angles, 473 Gray St . . . Receiver
Robt. Lister, 411 Hill St . . . Magazine Agent
- 118. STAR OF THE EAST; Richmond, Quebec.**
Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
R. A. Leonard . . . Master
G. A. Pearson, Richmond Station . . . Secretary
G. A. Pearson, Richmond Station . . . Collector
John Kelly, Richmond Station . . . Receiver
Fred Driver . . . Magazine Agent
- 119. COLONIAL; River du Loup, Quebec.**
Meets Wednesday and Thursday nights, alternately, in English School Room.
W. H. Rougeau, River du Loup Station . . . Master
Louis D. Poulin, I. C. Ry Station . . . Secretary
Louis D. Poulin, I. C. Ry Station . . . Collector
Joseph Scott, I. C. Ry Station . . . Receiver
Wm. H. Rougeau, I. C. Ry. Station . . . Maga. Agent
- 120. FORTUNE; Syracuse, N. Y.**
Meets 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M. at C. M. B. A. Hall, corner Fayette and Salina Sts.
E. F. McNulty, 2 Wall St . . . Master
Simon Mangau, 198 Shomard St . . . Secretary
L. G. Roumeon, 20 Richmond Ave . . . Collector
F. H. Livingston, 58 Jackson St . . . Receiver
W. H. Jacobson, 224 Gifford St, . . . Mag. Agent
- 121. FELLOWSHIP; Corning, N. Y.**
Meet 1st and 3d Sundays of each month at 8 P. M. in Odd Fellows Hall.
James F. Roody . . . Master
T. E. Hanmer . . . Secretary
George R. Quick, 241 E. Erie Ave . . . Collector
William H. Smith, Corning . . . Receiver
E. E. Beales . . . Magazine Agent
- 122. FEDERATION; Beardstown, Ill.**
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
Jerry W. Flickwir . . . Master
E. J. Summers, Box 694 . . . Secretary
John E. Hurley, Box 692 . . . Collector
Albert Banks, Box 208 . . . Receiver
E. J. Summers, Box 45 . . . Magazine Agent
- 123. OVERLAND; Omaha, Neb.**
Meets in K. of P. Hall, Corner 14th and Douglas Sts. every Wednesday at 8 P. M.
Wm. Dolan, 421 N. 13th St . . . Master
E. S. Emmons, 1429 N. 21st St . . . Secretary
Wm. Anderson, 1214 Cass St . . . Collector
Albert Cole, 1618 Jackson St . . . Receiver
E. S. Emmons, 16 N. 13th St . . . Mag. Agent
- 124. PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays, in Odd Fellows' Hall, at 2:30 P. M.
H. A. Draper . . . Master
W. B. Howe . . . Secretary
H. C. DeGroat . . . Collector
B. W. Zillely . . . Receiver
M. D. Grady . . . Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets 2d and 4th Sundays in B. L. F. Hall, South Center street.

W. M. Gallup, 512 8 Third st. Master
J. P. Boyce, 311 W Nevada Sts. Secretary
J. B. Smedes, 307 S Center st. Collector
J. M. Larimer, 307 S. Third ave. Receiver
J. H. Orellin, 612 E. Linn St. Magazine Agent

126. COMET; Austin, Minn.

Meets 1st and 3d Mondays and 2d and 4th Sundays in Hays' Hall.

J. A. Harriman Master
A. B. Lawrence, Box 473 Secretary
J. E. Gilbert Collector
August Olson Receiver
C. J. Erickson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets 1st Tuesday and 3d Sunday, in Assinaboine Hall, 133 Ross St.

John Wellington, 14 Patrick St. Master
W. H. Woods, 14 Patrick St. Secretary
Thos. Reece, 226 McWilliams St. Collector
J. G. Jonah, 226 McWilliams St. Receiver
Geo. M. Vansickle, care P. R. shops, Mag. Agent

128. LANDMARK; Glendive, Montana.

Meets every Tuesday at 7 P. M. in Coleman's Hall.

Daniel Sinclair, Forsythe, Montana . . . Master
James McKenzie, Box 55 Secretary
Martin E. Colbert, Box 55 Collector
James McKenzie, Box 55 Receiver
Douglass Westfall, Box 55 Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at 1 P. M.

Richard Letcher, Box 123 Master
James S. Hill, Box 379 Secretary
Geo. H. Valentine, Box 541 Collector
J. S. Rogers, Box 422 Receiver
J. J. Kelly, Box 480 Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.

Thomas Dwver, 335 Jackson St. Master
Bernard J. Fahl, cor. 34th and Wells St. Secretary
Frank E. Search, 436 Barclay St. Collector
Con. S. McAuliffe, 561 Washington St. . Receiver
Edward Summers, 99 Sixth St. Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets 1st and 3d Fridays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Redfield's Hall.

Arthur T. Willett Master
Geo. L. Garhart Secretary
A. R. Johnson, Box 8 Collector
R. J. Luxan, Box 396 Receiver
R. J. Luxan, Box 396 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Opera House 1st and 3d Sundays and last Wednesday at 2 P. M.

Fisher Wressell, Box 13 Master
W. R. Hammond, Box 408 Secretary
Jas. H. Long, Box 6 Collector
John H. Howell Receiver
Lewis V. Roberts Magazine Agent

133. SPRAGUE; Sprague, Washington Ty.

Meets 2d and 4th Sundays, 7 P. M., Postoffice hall.

J. D. Irby, Box 10 Master
H. A. Moore, Box 10 Secretary
A. E. Bowman, Box 10 Collector
Arthur Herder Receiver
Ed. H. Higgins, Box 10 Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets 1st and 3d Sundays and 2d and 4th Mondays.

E. W. Gibson Master
H. E. Cowan Secretary
J. H. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall 1st and 3d Tuesdays at 7 P. M.

Collin McArthur Master
F. L. Fitch Secretary
Wm. T. Fields Collector
Collin McArthur Receiver
W. P. Sirston Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets alternate Saturdays at 7:30 P. M., in S. O. E. Hall.

Laughlin McIntosh, Box 454 Master
Robert N. Johnston, Box 454 Secretary
Joseph Kelcher, Box 454 Collector
J. Jefferies, Box 454 Receiver
J. Jefferies, Box 454 Magazine Agent

137. PROTECTION, Eldon, Iowa.

Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.

C. W. Friend Master
J. T. Hull, Box 196 Secretary
Geo. W. Trott, Box 185 Collector
A. Shunterman Receiver
Fred James Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall 2d and 4th Sundays at 2 P. M.

James A. Flack, 45 Clay st. Master
Sam Shaunnassy, 16 Crocker St. Secretary
Wm. A. Brubaker, 10 State St. Collector
Sam Shaunnassy, 16 Crocker St. Receiver
Wm. A. Brubaker, 10 State St. Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.

Clark Hewitt, Box 233 Master
George Landes, Box 31 Secretary
G. G. Hutchings Collector
Frank A. McBride Receiver
C. G. Elder, Box 31 Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets every Monday at 7:30 P. M., in Fraternity Hall.

L. W. Jones, Box 122 Master
C. C. Warman, Box V Secretary
J. W. Hardy, L. Box 599 Collector
Henry Wise, L. Box 599 Receiver
S. W. Summerville, L. Box 599 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at 7:30 P. M.

A. J. Kohler, 461 Calhoun St. Master
Patrick C. Lupton, 33 E Williams st. Secretary
C. F. Sweeney, cor. Holton Ave. and Fisher St. Collector
W. R. Fredricks, 415 S Lafayette St. Receiver
T. E. Short, 29 Boone St. Magazine Agent

142. C. B. WHIPPLE; Toledo, Ohio.

Meets 1st and 3d Sundays at 1:30 P. M. and 2d and 4th Thursdays at 7 P. M. in Johnson's Hall.

Henry Harms, 446 Forte St. East Toledo . Master
Ben. I. Ross, Penn Engine House, East Toledo Secretary
Geo. Bittman, 713 Erie st. Collector
Fred. E. Bittman, 713 so Erie st Receiver
B. I. Ross, Penn. engine house Mag. Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Odd Fellows' hall, cor. 11th and Frank-Insts., Oakland, Cal., 2d and 4th Wednesdays.

T. J. Roberts, 752 Willow St. Master
R. H. Potts, 1792 Seventh St. Secretary
Ed. Johnson, 1714 Eighth St. Collector
T. J. Roberts, 752 Willow St. Receiver
E. C. Cushing, 861 Myrtle street, Oakland, Cal. Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets 2d Sundays at 9 A. M. and 4th Sunday afternoons in Patterson's Hall, I. C. R. Depot.
 Wm. A. Thomson Master
 Wm. Hamilton Secretary
 James Thomson Collector
 John Deveraux Receiver
 Wm. Smallwood Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.

Meet every Tuesday at 8 P. M. in Jonas's Hall, 601 Austin St.
 J. H. Humphrey, 1115 Ave. E Master
 Edward B. ere, cor. Cherry and Burleson Sts Secretary
 O. H. Cole, 1112 Ave. D Collector
 Frank L. Taylor, cor. Mesquit and Burleson Sts Receiver
 John Sullivan, 110 Avenue D Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M.; 3d and 4th Mondays at 2 P. M.
 John F. Broughton, S. P. Shops Master
 J. P. Monaghan, N. W. cor. Vine and Sheas Sts Secretary
 H. A. Speer, S. P. Shops Collector
 Fred Keeler, S. P. Shops Receiver
 D. M. Moody, 27 3d st, cor. Charles Mag. Agent

147. MIDLAND; Temple, Texas.

Meet every Monday at 8:00 P. M.
 Thos. H. Boyd, Box 106 Master
 T. J. Robbins, Box 106 Secretary
 James Conney, Box 106 Collector
 Howard Covington, Box 106 Receiver
 W. R. Brown, Clebourne, Tex Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets every Friday at 1:30 P. M. in K. of P. Hall.
 W. Z. Thompson, Box 416 Master
 S. F. James, Box 416 Secretary
 J. R. Paskell, Box 416 Collector
 Ed. Kendrick, Box 416 Receiver
 J. W. Deaciel, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets 2d and 4th Saturdays at 8 P. M., at 110 East 125th street.
 Jas. F. Hough, 1424 Ave A Master
 P. A. Donahue, 311 W. 55th St Secretary
 R. Roscoe, 27 E 86th st Collector
 P. A. Donahue, 311 W 55th st Receiver
 Chas. Johnson, 313 E. 120th St Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets 2d and 4th Sundays at 2 P. M., in Mack's Hall, cor. Washington and 3d sts.
 Arthur C. Bishop, 146 Main St Master
 Fred. E. Brown Secretary
 John Munro Collector
 Jos. H. Bice, 148 Champion St Receiver
 Chas. E. Zyrd, Marquette, L. S., Mich, Mag. Agent

151. MAPLE LEAF Hamilton, Ontario.

Meet 1st and 3d Sundays at 2:30 P. M.
 Alex McGilvery, N. & N. W. Shops Master
 J. E. Painter, 135 John st North Secretary
 Wm. F. Baines, 118 Queen st North Collector
 R. Martin, 15 Mayill st Receiver
 John McColl, 17 Crook's Street Mag. Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Odd Fellow's Hall 1st and 3d Sundays.
 Patrick J. Roach, Box 845 Master
 Frank E. Ayers, Box 104 Secretary
 Frank Potter, Box 762 Collector
 John Hatchard, Box 377 Receiver
 Fred C. McDonald, Box 662 Magazine Agent

153. E. C. LOEB; Fort Scott, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
 H. L. Wright, 1030 Wall st Master
 Alexander Barr, 120 Wilson St Secretary
 Alexander Barr, 120 Wilson St Collector
 J. T. Helman, 10 N Washington st Receiver
 J. M. Tarnly Mag. Agent

154. McKEEN; Ottawa, Kansas.

Meets in K. P. Hall on 2d and 4th Sundays at 2 P. M.
 Wm. L. Miller, 713 N. Main St Master
 E. Ebnaur, 626 N Poplar st Secretary
 Geo. H. Showalter, N Main st Collector
 M. A. Lea, 903 N. Hickory St Receiver
 Ed. Welch, so. Maple St Mag. Agent

155. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
 L. T. Branham, Box 256 Master
 O. A. Betsel, Box 256 Secretary
 T. C. Imrie, Box 256 Collector
 B. F. Wright Receiver
 B. L. Bently, Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 H. P. Matthews, L. Box 201 Secretary
 H. P. Matthews, L. Box 201 Collector
 B. E. Flaherty Receiver
 G. H. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets 2d and 4th Sundays at 1:30 P. M., at No. 47 Monroe ave., up stairs.
 Tim. Teahan, 447 Clinton St Master
 J. Nopper, 217 Crogan st. Secretary
 E. Heidenrich, 124 Hastings St Collector
 J. Nopper, 217 Crogan St. Receiver
 Peter Sewell, 199 Orleans St Magazine Agent

159. W. E. THOMAS; Nashville, Tenn.

Meets every Monday at 9:00 A. M., at Simmons' Hall, cor. Summer and Union Sts.
 T. L. Quinlan, Edgefield shops Master
 D. J. Singleton, 471 Humphrey St Secretary
 E. G. Junk, cor. Chestnut and Market Sts., So. Nashville Collector
 J. L. Enoch, 17 n 2d St E Receiver
 W. D. Bledsoe, 11 Joseph Ave Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, Third and Main Sts., 2d and 4th Sundays at 2 P. M.
 Frank W. Hunter, 1044 Main St Master
 Ed. A. McGriff, 17 Chandler ave Secretary
 Edgar G. Hitch, 881 Canal St Collector
 John K. Taylor, 106 Lincoln Ave Receiver
 John Z. Fairchild, 516 Mpper 11th st Mag. Agent

161. HERALD; Burlington, Iowa.

Meets at Knights of Pythias Hall every other Sunday at 2 o'clock P. M.
 C. C. Maxwell, 1022 S. Fourth St Master
 S. A. Eads, 312 Valley St Secretary
 S. J. Eccles, 1303 Madison St Collector
 S. W. Bowser, 1303 Madison st Receiver
 W. A. Flannery, 1212 N 8th st Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Wednesday at 7:30, and 1st Sunday at 2 P. M.
 D. F. Wagner, 208 Fourth St Master
 Chas. E. Platt, 211 Third St Secretary
 D. F. Wagner, 208 Fourth St Collector
 Wm. J. Hunt, 104 Prairie st Receiver
 F. Roderick, 1005 So. 2d St Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets every Friday at 7 P. M., at Masonic Hall.
 Chas. McWilson, Box 56 Master
 D. B. Rathfon, Box 56 Secretary
 H. Peelle, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 J. Flaherty Magazine Agent

- 164. KEL RIVER; Butler, Ind.**
Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
R. H. Moshammer, 19 Twentieth St., Detroit, Mich. Master
C. E. Blair Secretary
R. H. Moshammer, 19, Twentieth St., Detroit, Mich. Collector
J. J. Derek, Box 202 Receiver
Ed. Eldridge Magazine Agent
- 165. ROBERT ANDREWS; Andrews, Ind.**
Meets in Firemen's Hall every Monday at 7 P. M.
J. E. Brombaugh Master
James VanRiper Secretary
Geo. B. Richardson Collector
Albert I. Routh Receiver
J. N. Wright Magazine Agent
- 166. WM. HUGO; Huntington, Ind.**
Meets 1st and 3d Wednesdays and 2d and 4th Tuesdays at 7 P. M., in Engineer's Hall.
Jacob A. Hoover Master
Jas. W. VanEman, Box 483 Secretary
John S. Dolan, Box 915 Collector
C. E. Wallace, L. Box 983 Receiver
P. F. Murphy, Box 378 Magazine Agent
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meets 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M., in K. P. Hall.
John Anderson Master
N. B. Whyers Secretary
H. P. Smith, Box 347 Collector
James W. Ashton Receiver
H. P. Smith, L. Box 347 Magazine Agent
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays at 2:00 P. M. and 2d and 4th Mondays at 7:00 P. M.
J. Moriarty, Portage, Wis. Master
Frank Krause, Box 214, Portage, Wis. Secretary
George Brewer, 408, Cor. Aron and Gould st., LaCrosse, Wis. Collector
Frank Krause, Portage, Wis. Receiver
Frank Krause, Box 214, Portage, Wis. Mag. Agent
- 169. M. G. BECKES; Morrisville, N. Y.**
Meets every Monday at 7:30 P. M. at Washington Hall, Broad St.
W. E. Smith, 22 Taylor St. Master
C. F. Stone, 6 South Division st. Secretary
H. H. Sweet, 26 Erie ave. Collector
A. H. Spencer, 18 Elm St. Receiver
M. S. Hendee, Friendship, N. Y., Magazine Agent
- 170. PRAIRIE; Huron, Dakota.**
Meets in Odd Fellows Hall on 2d and 4th Sundays at 8 P. M.
Geo. E. White, 357 E. 3d st. Master
Geo. E. Coon, 442 Iowa St. Secretary
John J. Conley, Box 889 Collector
John Mills, 651 Beach St. Receiver
Wm. A. Brown Magazine Agent
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
F. M. White, Box 606 Master
D. W. Duncan, Box 167 Secretary
T. W. Hennessy, Box 167 Collector
F. M. White, Box 606 Receiver
T. W. Hennessy, Box 167 Magazine Agent
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays in Manchester Hall, Cor. Sparks and Wellington Sts.
Horatio Hymers, Rochester, Ont. Master
J. G. Armstrong, Richmond Lodge Secretary
F. W. Morrison, C. P. R. Shops Collector
H. Handysides, Hintonbury via Ottawa, Ont. Receiver
Alex. McCuaig, 56 Ottawa St. Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday at 7:30 P. M. in B. of L. F. hall.
Chas. McCauley Master
Isaac C. Heustis Secretary
John C. Bull, Williams, Ariz. Collector
C. F. Evans, Coolidge, N. Mex. Receiver
E. W. Davis, Albuquerque, N. M. Mag. Agent

- 174. HARRISBURG; Harrisburg, Pa.**
Meets Cor. Third and Cumberland Sts., over Merchants' Bank, 2d and 4th Sundays at 1 P. M.
Wm. Drake, 1581 N. 6th St. Master
H. O. Motter, 1720 1/2 N. Third St. Secretary
H. J. Roberts, 508 Riley St. Collector
Wm. Blessing, 422 Riley St. Receiver
H. S. Gingrich, 1418 Wallace St. Magazine Agent
- 175. TAYLOR; Newark, Ohio.**
Meets in O. R. C. Hall at 12 1/2 North 2d St., every Wednesday at 7 P. M.
A. A. Hickerson, Rear 177 S. Fourth St. Master
John Adkins, Box C. Secretary
John Callahan, 118, Valandingham st. Collector
John Adkins, Box C. Receiver
C. D. Tomlinson Magazine Agent
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Wednesday evenings in Warner's Hall.
A. G. Turley, Box 61 Master
W. F. Gorman, Box 236 Secretary
W. F. Gorman, Box 269 Collector
C. H. Porter, Box 41 Receiver
C. H. Porter, Box 41 Magazine Agent
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7:30 P. M. at Firemen's Hall.
T. P. Davis Master
H. M. Worthington Secretary
Wm. Kane Collector
T. P. Davis Receiver
O. J. Leach, Box 184 Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets in Emporium Hall Tuesdays, at 8 P. M.
M. J. Kiley, 714 Cedar st. Master
Robert Stevenson, 438 Eighth st. Secretary
David Meehan, I. C. R. R. shops Collector
M. J. Kiley, 714 Cedar st. Receiver
Robert Stevenson, 438 Eighth st. Mag. Agent
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays.
Geo. W. Carr, 1022 U st. Master
J. K. Robinson, 730 N. Tenth St. Secretary
Geo. Hinkle, Box 430 Collector
J. W. Barber, 825 N 15th St. Receiver
I. M. Freese, 18th., bet. V and W St. Mag. Agent
- 180. THREE STATES; Cairo, Ill.**
Meets cor. 12th st. and Washington Ave., 2d and 4th Sundays.
J. C. O'Connell, 308 Twenty-First St. Master
G. B. Vincent Secretary
M. J. Kiley, 714 Cedar St. Collector
A. J. Jaecckel Receiver
J. C. O'Connell Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall.
James Farley Master
James Combs Secretary
A. Dunbar Collector
James Nicholson Receiver
Alex. Dunbar Magazine Agent
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Zuck's Block.
H. E. Hilliker, Miles, Grove Master
E. J. Oliver, 17 Sassafrass st. Secretary
A. H. Gifford, 1815 Myrtle St. Collector
Wm. Fitzmorris, 63 W. 13th St. Receiver
Chas Fitzmorris, 63 W. 13th St. Mag. Agent
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets in Engineer's Hall alternate Thursdays at 7 P. M. and alternate Tuesdays at 1:30 P. M.
J. M. Gaines, Box 152 Master
F. R. Rosekrans, Box 108 Secretary
W. T. Wade, Box 316 Collector
H. I. Miller, Box 164 Receiver
D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets every Sundays at 1:30 P. M. in Irish Block.
 E. L. Melhorn Master
 M. R. Lacy Secretary
 Joe Bowsher, 496 1/2 Tanner st. Collector
 John E. Myers, 639 S. Main St. Receiver
 S. H. Hartung, 601 N. Union St. Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 W. S. Miller, Box 311 Master
 A. J. Hogarth, Box 153 Secretary
 J. B. Grove, Box 143 Collector
 F. A. Drolet, Box 153 Receiver
 J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLIN; Chicago, Ill.

Meets in Walther's hall, 3804 State St., 1st and 3d
 Sundays of each month.
 J. E. Callaghan, 2538 Butterfield St. Master
 Jas. Manning, 425 42d st., Town of Lake, Secretary
 S. H. Hessinger, 4031 State St. Collector
 Frank Lamb, 4085 Butterfield St. Receiver
 F. J. Northrup, 1522 Wabash Ave. Mag. Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Firemen's Hall 1st and 3d Sundays at
 2:30 P. M.
 Harry Douglass, Box 142 Master
 Chas. V. Wilson Secretary
 Fred L. Patton Collector
 John F. McDougle Receiver
 Morgan Callahan Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets 1st and 3d Sundays at 2:30 P. M., cor. West-
 ern Ave. and Indiana st.
 C. E. Withereil, 1091 Fulton St. Master
 Wm. O. Cleveland, 100 Washtenaw ave., Secretary
 Chas. Benjamin, 49 Maplewood Ave. Collector
 Chas. F. Coffee, 10 1/2 Artesian Ave. Receiver
 L. L. Gay, 1069 Fulton st. Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets 2d and 4th Sundays, in Narris' Block, Green
 Bay, Wis.
 H. L. Nichols Master
 D. E. Hogan, Box 87 Secretary
 Jay Parkinson, Box 373, Green Bay,
 Wis. Collector
 M. Sheehy Receiver
 Geo. Shequin Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall 1st and 3d Sundays at
 2 P. M.
 Emmet Wentworth, Box 102 Master
 B. F. Slater, Box 874, Aberdeen Secretary
 William Phillips, Box 731 Collector
 B. F. Slater, Box 874, Aberdeen Receiver
 Edward Smith, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets every Wednesday at 7:30 P. M., at Thomp-
 son's Hall.
 W. T. Field, L. Box 54 Master
 Forrest Bullard, Box 51 Secretary
 James E. Connelly, Billings Collector
 Hannibal Mayhew, Box 162, Billings Receiver
 J. Martin, L. Box 16 Magazine Agent

192. MT. TACOMA; Tacoma, Washington Ter.

Meets 2d and 4th Sundays of each month.
 J. S. Moss, 912 Tacoma Ave. Master
 John Cartwright, Box 222 Secretary
 J. M. Hughes Collector
 J. S. Moss, 912 Tacoma Ave. Receiver
 Wm. F. Lawton, 1702 Jefferson st. Mag. Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meet in Hill's Hall, 2d and 4th Sundays.
 J. R. Clark, E. Portland, Oregon Master
 H. W. Hall, Box 287, East Portland,
 Oregon Secretary
 D. J. Byrne, Box 287 East Portland,
 Oregon Collector
 H. W. Hall, Box 287, East Portland,
 Oregon Receiver
 J. F. McQuaid, McMinnville, Ore. Mag. Agent

194. BONANZA; Missoula, Montana.

Meets every Monday night in I. O. O. F. Hall
 E. L. Hollister, Box 124 Master
 Chas. S. Cranston, Box 107 Secretary
 W. F. Copenhaver Collector
 T. P. O'Rourke Receiver
 Samuel Gardner Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall Fridays, at 7:30 P. M.
 Michael Malone Master
 Geo. H. Matland Secretary
 Peter Layng Collector
 James Duffy Receiver
 Martin King Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets 2d and 4th Fridays at 8:00 P. M., in G. A.
 B. Hall.
 H. A. Huddleston, Box 330 Master
 J. C. Hale, Box 330 Secretary
 C. E. Phelan, Box 330 Collector
 Jacob Switzer, Box 330 Receiver
 George Moore, Box 330 Magazine Agent

197. RIVERSIDE; Savannah, Ill.

Meets 1st and 3d Sunday of each month.
 Clarence Latham, Box 446 Master
 Ira M. Hurless, Box 79 Secretary
 Ira M. Hurless, Box 79 Collector
 Wm. K. Lord, Box 147 Receiver
 Ira M. Hurless, Box 79 Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 35 Newton st. Master
 H. P. Bayley, 152 Whittlesey ave. Secretary
 James Burns, 44 State st. Collector
 W. Y. Dennis, 37 W Seminary st. Receiver
 H. G. Ferris, 37 Newton St. Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets every other Sunday evening in Union
 Veteran Hall, Federal Street.
 D. Heinzelman Master
 J. B. Mawby Secretary
 W. B. Wiseman, 405 Maple Ave Collector
 Chas. H. Ridge, Crestline, O Receiver
 Wm. Jas. Reese, 7 First St. Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.

Meets every Monday evening at 7:30 in B. of L.
 E. Hall.
 David McRee, N. O. & N. E. Shops Master
 L. E. Evans, N. O. & N. E. Shops Secretary
 James M. Adams, 3319 — Fifth St. Collector
 John P. Young, N. O. & N. E. Shops Receiver
 Chas. R. Lewi, 659 Rampart St., New
 Orleans, La Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every Saturday at 7 P. M. in K. of P. Hall.
 J. D. Bledsoe Master
 James Gaffney Secretary
 Robert McKinley Collector
 J. L. Jones Receiver
 J. D. Bledsoe Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall 1st Sundays at 2:30 P. M.,
 and 3d Mondays at 7 P. M.
 Sehon B. Cook, 338 E. Second St. Master
 Lewis Gittle, Jr., 86 N. Sugar St. Secretary
 Albert Maunsell, 364 Second St. Collector
 Frank Willis, 345 E. Fifth St. Receiver
 C. W. Sanders Box 1231 Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets every Friday at 7:30 P. M.
 M. W. Smith, Box 169 Master
 Chas. F. Reneman Secretary
 I. M. Whiteman Collector
 Valentin Moughlor Box 27 Receiver
 F. M. Champion Magazine Agent

304. COTTON BELT; Jonesboro, Ark.

Meets at Stacy Hall, every Monday at 7 P. M.
 Prentiss E. Brady Master
 L. D. Roberts, L. Box 165 Secretary
 Wm. E. Dixon Collector
 L. D. Roberts, L. Box 165 Receiver
 Prentiss E. Brady Magazine Agent

305. FLOWER OF THE WEST; Topeka, Kansas.

Meets 2d and 4th Sundays at 2 P. M., in A. O. U. W. Hall.
 E. H. Powell, 400 Chandler St. Master
 Geo. Wood, 114 Adams St. Secretary
 John K. Mullin, 120 Adams St. Collector
 W. H. Jones, 183 Adams St. Receiver
 John Symington, 207 Hancock St. Mag. Agent

306. FORT PICKERING; Memphis, Tenn.

Meets first, second and fourth Saturday nights of each month at Miller's Hall, corner Fifth and Jackson streets.
 Wm. J. Jobe, E. C. M. & B. R. R. Master
 Dan S. Ramsey, 328 Union St. Secretary
 Martin Glancy, 159 Tennessee st. Collector
 D. S. Ramsey, 328 Union St. Receiver
 John D. Franklin, 159 Tennessee St. Mag. Agent

307. LOYAL; Meadville, Pa.

Meets in Arcanum Hall 1st and 3d Thursdays, and 2d and 4th Wednesdays.
 C. W. Brown, 89 Poplar st. Master
 F. H. Nichols, 1025 Water St. Secretary
 Thos. Newberry 35 East Center st. Collector
 Thos. S. Taylor, 787 Stewart St. Receiver
 H. J. Frenatt, 783 Garden St. Magazine Agent

308. KEYSTONE; Susquehanna, Pa.

Meets in C. M. B. A. Hall; alternate Tuesday and Saturday evenings.
 John Hill Master
 J. J. Lannan, Box 181 Secretary
 J. J. Brockley Collector
 W. P. Emery, Box 577 Receiver
 C. A. Allen Magazine Agent

309. SARATOGA; Whitehall, N. Y.

Meets alternate Sundays in Engineer's Hall, Breet's building.
 W. J. Herbage, Box 188 Master
 John McCarthy Secretary
 Henry W. Collins, Box 274 Collector
 W. R. Combs Receiver
 V. H. Smalley Magazine Agent

310. 15-K; Schenectady, N. Y.

Meets every other Thursday in McCamus' Hall.
 Timothy Smith, 345 Romeyn st. Master
 J. W. Vrooman, Box 497 Secretary
 J. W. Vrooman, Box 497 Collector
 J. E. Van Vranken, Box 497 Receiver
 John W. Vrooman Box 497 Magazine Agent

311. ONOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.
 Charles Long, 716 Main st. Master
 C. L. McKee, 298 Fifth st. Easton Secretary
 James B. Morris, 711 Wilkes Barre St. Collector
 A. J. Mickley, 725 Berwick St. Receiver
 E. A. Seck, 223 Berwick St. Magazine Agent

312. EMPIRE; Watertown, N. Y.

Meets in Good Templars Hall 2d and 4th Sundays.
 T. H. Lynch, 101 Factory St. Master
 H. A. French, 42 Coffeen st. Secretary
 H. A. French, 42 Coffeen st. Collector
 Geo. B. Walker, 19 Orchard st. Receiver
 G. B. Walker, 19 Orchard St. Magazine Agent

313. WEST SHORE; Frankfort, N. Y.

Meets alternate Sundays in Joslin Block.
 D. P. Gillen, 80 Lode st., Syracuse, N. Y. Master
 Ed. Davis, 8 Henderson st., Syracuse, N. Y. Secretary
 D. P. Gillen, 80 Lode st., Syracuse, N. Y., Collector
 Boeman Flansburg, Coeyman's Junction, N. Y. Receiver
 D. P. Gillen, Canajoharie, N. Y. Mag. Agent

314. ORIOLE; Baltimore, Md.

Meets in Lehman's Hall, 361 Garden St., 2d and 4th Sundays.
 Albert F. Gibbons, 415 Fifth St. Master
 J. W. Akehurst, 442 Federal St. Secretary
 F. B. Hall Collector
 J. N. Jones, 1100 Barclay St. Receiver
 F. Gibbons, 1336 Wirt St. Magazine Agent

315. EAST ALBANY; East Albany, N. Y.

Meets in Vaughn's Hall 2 and 4th Sundays at 12:30 P. M.
 W. R. Tabor, 223 Fourth St. Master
 J. W. Reed, 32 Second St. Secretary
 C. P. Lowell, 255 Broadway Collector
 F. P. Brookaby, 80 Washington St., Greenbush, N. Y. Receiver
 C. P. Lowell, 255 Broadway Magazine Agent

316. W. A. FOSTER; Fitchburg, Mass.

Meets 2d and 4th Sunday in each month in Grand Army Hall, at 11:30 A. M.
 Geo. W. Alden, 80' recent St. Master
 Thos. Lambert, 81 Nashua St. Secretary
 W. H. Cone Collector
 Geo. W. Alden, 80 Crescent st. Receiver
 O. A. Pope, F. R. R. engine house Mag. Agent

317. HEADLIGHT; Brazil, Ind.

Meets in K. P. Hall 2d and 4th Sunday afternoons.
 Elmer P. Collins Master
 Frank Fox Secretary
 Merrian Catlin Collector
 Geo. Dandurand Receiver
 Wm. H. Johnson, Brazil, Ind. Magazine Agent

318. PIKES PEAK; Colorado City, Colo.

Meets every Sunday at 12:30 P. M.
 Wm. D. O'Brien Master
 Wm. Walker Secretary
 Amos Allen Collector
 Thos. F. Burns, Box 323, Colorado Springs, Receiver
 Wm. Walker Magazine Agent

319. SMOKY CITY; Allegheny, Pa.

Meet every Monday at 2:30 P. M., in Engineers' Hall, Cor. Bidwell and Pennsylvania Ave.
 D. W. Triem, 171 Sheffield street Master
 H. B. Shaffer, 104 Franklin St. Secretary
 Sam'l B. Overlander, 258 Allegheny av. Collector
 H. B. Shaffer, 287 Franklin St. Receiver
 R. Beeson, 271 Franklin St. Magazine Agent

320. PROVIDENT; Sunbury, Pa.

Meets 1st and 3d Sundays, in Masonic Hall, 3d St.
 Jos. E. Bowen Master
 J. S. Bowen Secretary
 H. W. Sheffall Collector
 C. C. Bowen Receiver
 Harvey Buck, 1835 Franklin Place, Harrisburg, Pa. Magazine Agent

321. HURON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
 T. Elliott Master
 Ed. Everett, Box A Secretary
 J. McMillan Collector
 Wm. K. Forbes Receiver
 Chas. Farmer Magazine Agent

322. WEBSTER; Fort Dodge, Iowa.

Meets 1st and 3d days at 2 P. M., in G. A. R. Hall, Child's block,
 Chas. E. Taff Master
 O. G. Anderson, Box 49 Secretary
 Charles Taff Collector
 O. G. Anderson, Box 49 Receiver
 Magazine Agent

323. ASHLAND; Lexington, Ky.

Meets 1st and 3d Thursdays in I. O. O. F. Hall.
 Thos. J. Kane, 299 E. Main St. Master
 Frank Brandt, 227 E. Main St. Secretary
 S. W. Mallick, 199 E. Main St. Collector
 Frank Brandt, 227 E. Main St. Receiver
 S. W. Mallick, 199 E. Main St. Magazine Agent

- 224. T. C. BOORN; St. Cland, Minn.**
Meets 2d and 4th Sundays at 3 P. M. at Odd Fellow Hall.
Abe Vogel, L. Box 944 Master
J. A. Dickinson, L. Box 1128 Secretary
John Mouran Collector
Abe Vogel, L. Box 944 Receiver
J. A. Dickinson, Box 1128 Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
Meets every Monday night in Smith's Hall.
Burton Wheatley Master
W. H. Wadland Secretary
Con Goulding Collector
Will Blannerhassett Receiver
T. L. Drummond Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays at 8 P. M.
J. H. Dunkin, L. Box 100 Master
W. M. Nicol, L. Box 280 Secretary
J. Barry Collector
W. M. Nicol, L. Box 280 Receiver
J. H. Duncan Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets 1st Wednesday and 4th Saturday at 7:30 P. M. at Stevens' Hall, North Chenaugo St.
Wm. A. Wrigley, 28 Doubleday St Master
W. A. Wrigley, 28 Doubleday St Secretary
Wm. A. Wrigley, 28 Doubleday St Collector
Theodore Haskins, 80 Virgil St Receiver
G. B. Warner, 80 Lewis St Magazine Agent
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M., in G. A. R. Hall, No. 832 Lackawana ave.
Albert J. Thomas, 3750 Hyde Park ave., Hyde Park Master
J. G. Burnett, 405 North Main St., West Scranton Secretary
Charles S. Depew, 1014 Price street, Hyde Park Collector
Ed. Baldwin, 1239 Academy street, Hyde Park Receiver
A. R. Woodward, 604 Court St Mag. Agent
- 229. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
Wm. A. Keene, 145 Bleecker st Master
J. G. Agans, Box 383 Canastota, N. Y. Secretary
John A. Wikand, 32 Hubblet st Collector
Alonso K. Pease, 42 Mohawk st Receiver
J. G. Agans, Box 383, Canastota, N. Y. Mag Agent
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays in each month, at 205 Washington Ave., at 7:30 P. M.
Wm. H. Bagley, 687 Clinton ave Master
Courtland Maher, 95 West St Secretary
E. F. Markhart, 30 Lexington ave Collector
Geo. M. Jeffers, 36 Ontario St Receiver
Geo. Heckman, 108 Western Ave Mag. Agent
- 231. DELAWARE; Wilmington, Delaware.**
Meets 1st and 3d Sundays at 2:30 P. M., corner Third and King Streets.
T. D. Mount, 404 Lombard St Master
G. H. Larimore, 405 Lombard St Secretary
L. L. Sargent, 618 west 4th St Collector
E. M. Sargent, 618 West 4th st Receiver
James Orr, 306 E. 2d st Mag. Agent
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays of each month, at 1 P. M., in K. of H. Hall.
D. H. Smith, Box 1481 Master
Tim Farrell, 19 West St Secretary
H. B. Weeden, 231 North St Collector
S. Gildersleve, Box 1481 Receiver
James T. Hare Magazine Agent
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
Meets 1st Saturday evening and 3d Sunday afternoon in Victoria Hall.
George W. Speer Master
Thos. McL. Rippy, Box 83 Secretary
Wm. H. Gay Collector
Alfred Wood Receiver
John Stewart, Jr Magazine Agent
- 234. NORTH BAY; North Bay, Ontario.**
Meets every Tuesday in E. of L. F. hall.
John Mitchell Master
Adam Sea t e Secretary
James Devine Collector
John Clemenson Receiver
Ad lphus Christink Magazine Agent
- 235. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
James Griffith, Brunett P. O. Master
Isaac Miller, 2612 Penn ave Secretary
Wm. J. Adams, Arch St. above 28th Collector
Henry B. Duff, No. 63, 26th St Receiver
Robert O. Ferren, 2808 Penn st Magazine Agent
- 236. HINTON; Hinton, West Virginia.**
Meets 1st and 3d Wednesdays at 1:30 P. M. and 2d and 4th Saturdays at 7:30 P. M.
Chas. E. Tyler Master
Thos. E. Cobbs Secretary
Thos. E. Cobbs Collector
Wm. H. Hardy Receiver
Julius Grether, Box 118 Magazine Agent
- 237. CENTRAL PARK; Central Park, Ill.**
Meets 1st and 3d Sundays, in Tilton's Hall.
Bend can, Box 101 Master
M. J. O. L. Kennedy, 549 W. Ohio St., Chicago, Secretary
Herbert L. Brink Collector
Thad. Chew Receiver
Horace Brink Magazine Agent
- 238. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
H. C. Kehlman, 1134 Jefferson St. Master
Jas. Weeks Secretary
Ambrose E. Mercer Collector
Henry Korts, 317 5th St Receiver
Henry Korts, 317 5th St Magazine Agent
- 239. BUCKEYE; Delaware, Ohio.**
Meets 2d and 4th Sundays, in Reid & Powell's Hall, at 1 P. M.
Benj. Dettleback, 381 E Central ave Master
T. E. Taloney, 219 E Central ave Secretary
John Hirsch, 216 E Central ave Collector
F. S. Volk, 16 Hammond st Receiver
James J. Quinlan, Box 406 Magazine Agent
- 240. GILBERT; Jackson, Mich.**
Meets every Monday at 7:30 P. M.
Frank H. Lederer, 211 Elm ave, N Master
Geo. A. Holden, 205 Beech St Secretary
M. A. Henry, 237 Quarry St Collector
D. Green, 211 Orange St Receiver
Edward J. Coy, Quivey Block, E. Main St Magazine Agent
- 241. MOUNTAIN CITY; Hazelton, Pa.**
Meet 2d and 4th Sundays of each month, at 1:30 P. M., at Liberty Hotel Laurel St.
John Gleam, Box 300 Master
Geo. W. Dipple Secretary
John McCall, Box 300 Collector
Andrew Krapf, Box 300 Receiver
P. C. Hagerty Magazine Agent
- 242. LIBERTY; Elmira, N. Y.**
Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.
W. J. Drake, 351 Center St Master
Harry Millins, 851 Magee St Secretary
J. B. Carpenter, 714 E Oak st Collector
Judson Hufferford Receiver
Daniel Keefe, 390 W. Fifth St Magazine Agent
- 243. J. H. SELBY; Texarkana, Texas.**
Meets every 2d and 4th Sunday at 2 P. M.
E. H. Christman, Lock Box 124, Texarkana, Ark Master
F. S. Wallace, Texarkana, Ark Secretary
W. S. Allison, Texarkana, Ark Collector
E. H. Christman, Lock Box 124, Texarkana, Ark Receiver
W. F. Rowe Magazine Agent

- 244. T. P. O'BOURKE; Chicago, Ill.**
Meets 1st Thursday at 8 P. M. and 3d Sunday at 2:30 P. M., Cor. 14th and Jefferson Sts.
E. Atkin, 180 Maxwell st Master
Chas. Naylor, 5520 Wentworth st., Englewood, Ill Secretary
E. Atkins, 180 Maxwell st Collector
Louis Zunkel, 109 Johnson street Receiver
P. C. Winn, 330 W. 12th St Magazine Agent
- 245. GEORGIA; Savannah, Ga.**
Meets every Thursday at 7:30 P. M. and 3d Sunday at 2:30 P. M.
John J. Rannon, care Adam Hutton, N. W. Cor. Bull and Anderson Sts Master
Adam Hutton, N. W. Cor. Bull and Anderson Sts Secretary
F. L. Kempf, Sims and Guerard st Collector
Fleming Goolsby, 212½ Harris St Receiver
J. J. Gordon, 101½ Montgomery St Mag Agent
- 246. MACON; Macon, Ga.**
Meets at M. & W. depot every Sunday.
J. M. Poole Master
J. T. Taylor, 553 Boundry St Secretary
E. T. Adams, 718 Pine st Collector
J. T. Taylor, 553 Boundry st Receiver
E. B. Shell, 1315 Fourth St Magazine Agent
- 247. KENNESAW; Atlanta, Ga.**
Meets every Sunday at 2 P. M., in K. P. Hall.
W. H. Mollingsworth, 380 Houston St Master
J. B. Wallace, W. & A. R. R Secretary
O. L. Bixby Collector
John M. Baird, 194 Powers St Receiver
Geo. Fechter Magazine Agent
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at 1:30 P. M., in G. A. R. Hall.
Wm. Rose Master
J. S. Brown, Box 704 Secretary
Chas. D. Weisell, Box 530 Collector
A. T. Hill, Box 855 Receiver
Frank Bolmer, Harbor Magazine Agent
- 249. CALUMET; South Chicago, Ill.**
Meets 2d Sunday at 2:30 P. M., and 4th Sunday at 7:30 P. M., in Engineer's Hall, South Chicago.
Frank Rapp Master
Alex. Melville Secretary
Ernest Ingram Collector
O. J. Austin, Judd, Cook County, Ill Receiver
O. J. Austin, Judd, Cook Co., Ill Mag. Agent
- 250. GOLDEN LINK; Wilkesbarre, Pa.**
Meets 1st and 3d Sundays of every month at Senior Mechanic's Hall.
E. A. Kelley, Ashley, Pa. Master
R. H. Digory, Box 130, Kingston, Pa Secretary
G. P. Hanks, 5 Railroad street, South Wilkesbarre Collector
C. Vanwhy, Ashley, Pa. Receiver
Elmer E. Buts, Ashley, Pa. Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets at Stahl's Hall 1st and 3d Sundays.
H. B. Fulton, East Mauch Chunk Master
John McAllister, Box 275 Secretary
Lafayette Wildonner, Box 275 Collector
O. Roberts, Box 275 Receiver
L. H. Yetter, Box 275 Magazine Agent
- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
Wm. Cobaugh Master
Lafayette Friday Secretary
Joseph Dennison Collector
Martin M. Hinkle Receiver
H. A. Bennett, Box 581 Magazine Agent
- 253. TRENTON; Trenton, N. J.**
Meets in Bayard Post No. 8, G. A. R. room at 24 E. State St. 1st and 3d Sundays of each month.
Wm. C. Massey, 157 Passaic St Master
Robert Stackhouse, 697 Broad St Secretary
Thos. H. Decator, 47 Hart Ave Collector
Frank P. Parsons, 175 Brunswick Ave Receiver
Wm. C. Massey, 157 Passaic St Magazine Agent
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays, at 7:30 P. M. in Masonic Hall.
W. T. Mahoney Master
John T. Heatwell Secretary
H. F. Reineohl Collector
P. J. Farrell Receiver
H. F. Reineohl, Box 524 Magazine Agent
- 255. NEIGHBOR; McCook, Neb.**
Meets in Masonic Hall 1st and 3d Wednesdays, and 2d and 4th Saturdays.
I. W. Jackson Master
J. V. Dailey, Box 248 Secretary
John Perry, Box 119 Collector
G. A. Tolander, L. Box 521 Receiver
Frank McAdams, Box 216 Magazine Agent
- 256. HIGH LINK; Como, Colo.**
Meets every Thursday 7:30 P. M. in McFarlin Hall
Geo W McAleer, Box 47 Master
M. D. Finn Secretary
Wm. Dunning Collector
Alford Blanchard Receiver
G. A. Milroy Magazine Agent
- 257. KIT CARSON; Eaten, New Mexico.**
Meets every Sunday in Engineer's Hall, on First street, at 2 P. M.
John W. Cullen Master
Alfred R. Cullen Secretary
Chas. Miller, Box 56 Collector
James McPherson, Box 173 Receiver
Chas. Miller, Box 56 Magazine Agent
- 258. RENO; Nickerson, Kansas.**
Meets in Odd Fellows Hall every Thursday evening at 7:30.
Fred Shirk, Box 102 Master
C. W. Arnold, L. Box 29 Secretary
Wm. F. Smith Collector
A. S. Ritcheour Receiver
B. E. Dick Magazine Agent
- 259. D. J. CHASE; Ashland, Wis.**
Meets 1st and 3d Sundays at 2 P. M., in Good Templars' Hall, Cor. 2d and 4th Ave., west.
W. Buckley, 409 Prentice Ave Master
N. J. Poulson, 3 18th Ave. W Secretary
Ferd Godfrey, Box 829 Collector
Wm. Buckley, 409 Prentice Ave Receiver
T. A. Hubbell, 204½ W. 2d St. Magazine Agent
- 260. CALIFORNIA; Sacramento, Cal.**
Meets 2d and 4th Tuesdays in Red Men's Hall, Masonic building, 6th and K Sts.
E. Kuns, 1311 Ninth St Master
G. E. Hanford, Box 107 Secretary
O. W. Cox, 1517 N St Collector
J. D. Cummings, Box 107 Receiver
G. E. Hanford, Box 107 Magazine Agent
- 261. MAGDALENA; San Marcel, New Mexico.**
Meets 1st Sunday 3d Tuesday in Masonic hall.
L. V. McLaughlin Master
John J. McInnis Secretary
W. G. Matthews, Box 52 Collector
Frank Ewing Receiver
Charles Martin Magazine Agent
- 262. QUEEN CITY; West Toronto Janct., Ont.**
Meets 1st and 3d Mondays, and 2d and 4th Tuesdays at Carlton Hall.
John Donaldson Master
James Lewis Secretary
William Hyndman, Box 61 Collector
John Price Receiver
A. Madden Magazine Agent
- 263. ALAMO; Taylor, Texas.**
Meets every Thursday, 1st and 3d, 8 P. M., 2d and 4th, 8 A. M., at Alamo Hall.
John C. Askew, Box 10 Master
S. M. Bridgewater, Lox Box 10 Secretary
Sam D. Moore Collector
W. B. Carter Receiver
A. Brown Magazine Agent
- 264. J. K. GILBREATH; Butte City, Montana.**
Meets every Thursday at 8 P. M., in Cobban Hall, South Butte, Montana.
C. H. DeCamp, Box 180, South Butte Master
Geo. Cross, South Butte Secretary
Wm. A. White, South Butte Collector
J. S. Sweeney, South Butte Receiver
Mac. Haskins, South Butte, Mon Mag. Agent

996. GRAND RIVER; Grand Rapids, Mich.

Meets 1st and 3d Sundays at 2:30 P. M. in I. O. O. F. Hall.

E. E. Decker, 447 So. Division St. Master
G. P. Downey, 18 Wenham avenue Secretary
H. E. Brown, 427 Cass St. Collector
C. W. Bentley, 11 Earl St. Receiver
Elmer E. Decker, 447 S. Division St. Mag. Agent

996. JOHN HICKEY; South Kaukauna, Wis.

Meets 1st and 3d Mondays at 7:30 P. M., and 2d and 4th Sundays at 2 P. M.

Matt Nilan, L. Box 31 Master
H. O. Fuller, L. Box 31 Secretary
W. J. Sullivan, L. Box 31 Collector
W. Frances, L. Box 31 Receiver
Laurence Hoffman Magazine Agent

997. ENDEAVOR; Algiers, La.

Meets at Castle Hall every Thursday at 7:30 P. M.

M. H. Brown, 78 Webster Ave. Master
E. A. Calhoun, 129 Market St. Secretary
A. H. Flynn, 87 Pacific avenue Collector
W. T. Donner, 116 Pacific Ave. Receiver
A. H. Flynn, 87 Pacific Ave. Magazine Agent

998. CHICKAMAUGA; Chattanooga, Tenn.

Meets every Friday at 2 P. M.

D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn. Master
D. V. Cahill, care 301 cor. McCreary and Hines St., Nashville, Tenn. Secretary
Jas. Harrington, 310 Long St. Collector
Tim O'Leary, 1806 Patterson st., Nashville, Tenn. Receiver

999. O. K.; Cincinnati, Ohio.

Meet 1st and 3d Sundays at Eagle Hall, S. W. cor 8th St. and Central Ave.

J. S. Sheehan, 1110 W. Sixth St. Master
W. C. Conn, Hawthorne Ave., Price's Hill, Cincinnati Secretary
E. Hathorn, Loveland Collector
George W. Snider, 1008 W. 8th Street Receiver
Ed. Cullen, 27 Budd St. Magazine Agent

999. MINNEAPOLIS; Minneapolis, Minn.

Meets 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M. in A. O. U. W. Hall, 2008 Cedar Ave. South.

Oliver Johnson, 221 11th Ave., S. Master
C. D. Fultz, 2808 17th Ave., south Secretary
A. M. Gettsell, 27 Second St. S. Collector
Geo. Cavanaugh, 2309 25th St., S. Receiver
Ambrose Powell, 3020 28th Ave. So., Mag. Agent

999. BYRAM; Stanhope, N. J.

Meets in Drake's Hall 2d and 4th Sundays at 4 P. M.

R. A. Treasie, Port Morris Master
Wm. Weller, Port Morris, Box 26 Secretary
J. F. Schappell, Port Morris Collector
Robert Morris, Box 26 Receiver
M. T. Dickerman, Box 31, Port Morris, N. J. Magazine Agent

999. WILSON; Junction, N. J.

Meets 1st and 3d Sundays, in Well's Hall.

John S. Eveland Master
John E. Dineen Secretary
James P. Butler Collector
John B. Everett Receiver
John S. Eveland Magazine Agent

999. DENVER; Denver, Colo.

Meets every Monday night in F. O. S. of A. Hall corner 15th and Holladay Sts.

C. H. Curtis, 458 Clark St. Master
Edgar F. Ballow, 1272 S. Ninth St. Secretary
C. S. Hull, 1018 S. Ninth St. Collector
Sam Fowler, Lindell Hotel, Denver Receiver
J. E. Nichols, 2231 Lawrence St. Magazine Agent

999. JACKSON; Clifton Forge, Va.

Meets 2d and 4th Saturdays at 7:30 P. M. in Odd Fellows Hall.

R. R. Johnson Master
J. H. Houseman Secretary
R. B. Donovan Collector
J. H. White, 311 Stewart St., Staunton Receiver
R. R. Johnson Magazine Agent

999. LEE; Richmond, Va.

Meets in Thorn's Hall Cor. 17th and Main sts., 1st and 3d Sundays at 1:30 P. M.

Wm. J. Burke, C. & O. Round House Master
W. A. Demaine, C. & O. Round House Secretary
W. R. Sanders, Crow's Hill, Carrington st., Henrico co., Va. Collector
Wm. J. Burke, C. & O. Round House Receiver
W. R. Sanders, Carrington st, Crow's Hill, Henrico co., Va. Mag. Agent

999. REGINA; Vancouver, B. C.

Meets on 1st Sunday and 3d Monday of each month.

D. A. Morton Master
Angus Morton Secretary
Angus Morton Collector
Fred Clutterbuck Receiver
Harry Andrews Magazine Agent

999. ALABAMA; Mobile, Ala.

Meets every Monday at 2 P. M.

O. E. Adams, L. & N. Shops Master
T. V. Kerns Secretary
T. W. Kerns Collector
C. W. Bernard Receiver
R. E. Williams Magazine Agent

999. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M. and 2d and 4th Fridays at 7 P. M.

H. V. Nevill, 1107 S. Washington St. Master
W. E. Stiner, 1107 S. Washington St. Secretary
D. P. Weaver, 1107 S. Washington St. Collector
E. R. Wright, 1107 S. Washington St. Receiver
E. Wright, 1107 So. Washington St. Mag. Agent

999. METEOR; McComb City, Miss.

Meets every other Sunday at 3 P. M. in Odd Fellows' Hall.

Sam B. Devine Master
Eddie C. Fordish Secretary
Thos. A. Long Collector
Ike H. Martin Receiver
George McIntyre Magazine Agent

999. OZARK; Thayer, Mo.

Meets alternate Sundays in Boyd's Hall.

Charles McCarthy Master
D. J. Conlin Secretary
James Kinney Collector
C. D. Rice Receiver
M. Frith Magazine Agent

999. TUNNEL HILL; New Albany, Ind.

Meets in Hedden's Hall 1st and 3d Sundays at 2 P. M.

Walter Ashcroft, Box 75 Master
Ben Goedecker, Box 75 Secretary
John Keane, Box 75 Collector
W. H. Stephens, Jr., Box 75 Receiver
John S. Keane, Box 75 Magazine Agent

999. BURNSIDE; Mt. Carmel, Ill.

Meets in Lotts Hall on 1st and 3d Sundays at 2:30 P. M.

J. T. Worham Master
C. Minniear Secretary
Wm. Murphy Collector
C. Minniear Receiver
J. T. Worham Magazine Agent

999. LACKAWANNA; Great Bend, Pa.

Meets 2d Sunday at 8:0 A. M. and 4th Sunday at 8 P. M. in Red Men's Hall.

F. J. May, Box 139 Halstead, Pa. Master
E. Edenger, Box 67, Great Bend, Pa. Secretary
W. B. Trowbridge, Halstead, Pa. Collector
H. P. Trowbridge, Halstead, Pa. Receiver
S. H. Wells, Halstead, Pa. Mag. Agent

999. ELM CITY; New Haven, Conn.

Meets at Elk's Hall, 362 Chapel St. 1st Saturday and 3d Sunday afternoon.

Edw. A. Ferrell, 159 Rosette St. Master
Eugene S. Ailing, 128 Cedar St. Secretary
H. Gaster, 135 Cedar St. Collector
Wm. A. Pyle, 46 Arthur St. Receiver
Chas. A. Baldwin, 243 Greenwich Ave. Magazine Agent

- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month, Orr
Pratt and Main Sts., in Blim Hall.
Henry L. Stearns, 4 Wooster St. Master
Emery E. Bill, 27 Vine St. Secretary
A. M. Porter, East Hartford Collector
Henry L. Stearns, 4 Wooster St. Receiver
J. H. Osmond, 40 Windsor St. Magazine Agent
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meets in R. L. E. Hall 2d and 4th Sundays at 2 P. M.
John C. Kull, cor. Washington and Astor
Sts., Meyers' Hotel Master
Adolphus Fixel, 1214 Miller St. Secretary
Robert Steiner, 224 N. 4th St. Collector
Wesley Beck, 124 Sears St. Receiver
A. Fixel, 1214 Miller St. Magazine Agent
- 287. ALTOONA; Altoona, Pa.**
Meets every Sunday at 2 P. M. in Ott's Hall, 12th st.
J. C. Brode, 1004 Nineteenth St. Master
W. E. Burket, 2008 Tenth ave Secretary
E. K. Gerhard, 1908 Union Ave Collector
F. A. Davis, 1908 Union Ave Receiver
O. S. Dixon, 5.0 7th ave Magazine Agent
- 288. EMMET; Etherville, Iowa.**
Meets 1st Sunday and third Monday at 7:30 P. M.
in Masonic Hall.
Geo. Godden, Box 76 Master
P. J. Sullivan, Box 48 Secretary
A. L. Houlthouser, Box 5 Collector
R. S. Robinson, Box 102, Receiver
D. L. Post, Box 78 Magazine Agent
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets 2d and 4th Sundays at 2:30 P. M., in Odd
Fellows' Hall, cor. 3d and Pine Sts.
John W. Allwine Master
Geo. Morgan, Box 376 Secretary
Wm. H. Anyan Collector
Wm. Edwards Receiver
Wm. Edwards Magazine Agent
- 290. MARION Hannibal, Mo.**
Meets in Emmet Hall. 2d & 4th Sundays at 7 P. M.
Wm. Edison Miles, 1101 Church St. Master
John Kenna, 140 Market St. Secretary
J. T. Hart, 412 Washington St. Collector
Wm. J. Kelly, 185 Riverside St. Receiver
L. R. Bickel, 120 Third st., So. Mag. Agent
- 291. ATLANTIC; Brooklyn, N. Y.**
Meets 2d Saturday evenings and 4th Sunday morn-
ings at Pythian Hall.
Geo. P. Smith, 46 Williams Ave., 26th ward, Master
Wallace Duryea, 1108 Herkimer st Secretary
John Logue, 46 Williams ave, 26 ward Collector
Thos. H. Smith, 707 Madison St Receiver
Ed. Locke, Sackman St., bet. E. New
New York and Liberty Ave., Station
E., Brooklyn, N. Y. Mag. Agent
- 292. POCAHONTAS; Holden, Mo.**
Meets in Odd Fellows' Hall, 2d and 4th Saturday
J. A. Bray Master
Geo. P. Reed Secretary
W. A. Bedell Collector
W. M. Bedell Receiver
G. R. Johnson Magazine Agent
- 293. LAFAYETTE; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month at 1:20
P. M. Hall, cor. Frankfort Road and Sargent St
J. J. Leahy, 2627 Fremont St. Master
W. McLoughlin, 1521 Wood St. Secretary
L. Faber, 808 Buttonwood St. Collector
G. W. Nevill, 1541 Palmer St. Receiver
Magazine Agent
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in
Engineers' Hall, Cor. 3d Ave. and 8th St.
J. T. Looney, 199 E. Main street, Lexing-
ton, Ky Master
Lee A. D. Tate Secretary
E. L. Newcomb Collector
J. T. Looney, 199 E. Main St., Lexing-
ton, Ky Receiver
E. A. T. Watkins, Box 292 Mag. Agent
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
Martin L. Mitchell, 801 Swift st Master
John J. Shehan, 522 Explanade st Secretary
John J. Shehan, 522 Explanade st Collector
Martin Gillin, 818 Swift st Receiver
F. W. Duncan, 506 Brady St. Magazine Agent
- 296. IRON RANGE; Duluth, Wisc.**
J. A. Dalgleish, 1916 w. Michigan st Master
John G. Defond, 117 18th Ave W. Secretary
A. Dahl, 2132 w. Second st Collector
John G. Defond, 117 18th Ave W Receiver
A. Dalgleish, 1916 W. Michigan St Mag. Agent
- 297. CLARK; Jeffersonville, Ind.**
Meets 2d and 4th Monday at Beck's Hall.
J. Wilson, Box 392 Master
C. E. Buehler Secretary
W. J. Hannan, Cor. Twenty-seventh St. and
Gifford Ave., Louisville, Ky Collector
A. B. Chambers Receiver
P. A. Coleman Magazine Agent
- 298. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jones' Hall every Wednesday at 7 P. M.
W. W. Ogline, Alliance Master
Geo. W. Reed Secretary
Henry B. Ellett, Alliance Collector
Chas. H. Ridge, Lock Box 87 Receiver
J. W. White Magazine Agent
- 299. HARBOR CITY; Michigan City, Ind.**
Meets alternate Mondays in I. O. O. F. Hall at 3
P. M.
Wm. Campbell, Box 737 Master
W. H. Roe L. Box 644 Secretary
Charley Brown, Box 449 Collector
Willie Williamson, Box 153 Receiver
Lew Willson, 7th street Magazine Agent
- 301. GREEN MOUNTAIN; Lyndeville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday 'a:
P. M. in Engineer's hall.
Samuel J. Norris Master
W. C. Baldwin Secretary
Frank W. Thompson Collector
Wm. M. Weeks Receiver
W. C. Baldwin Magazine Agent
- 302. YOUGHIOHENY; Connellsville, Pa.**
Meets at 2 P. M. on 1st and 3d Sundays in Rel-
singer Hall, Main St.
J. P. Smith, Box 261 Master
A. C. Plante Box 173 Secretary
S. A. McPhee, Box 337 Collector
A. C. Plante, Box 173 Receiver
W. J. Keenan, Box 36 Magazine Agent
- 303. VILLA PARK; Streator, Ill.**
Meets 2d and 4th Sundays at 2 P. M. at Schlitz
Hall, corner Main and Vermillion Sts.
J. J. Corcoran, 6 Grant st Master
T. W. White, 261 N. Wason St. Secretary
Moses Cantlin, 180 N. Monroe St. Collector
James Nance, 118 N. Everett st Receiver
J. D. Menough, 118 N. Everett st Mag. Agent
- 304. THREE BRANCH Argenta, Ark.**
Meets every Saturday evening at 7:30 P. M., in
Lemmer's Hall, Argenta, Ark.
John E. Powers Master
Jos. J. Hicks Secretary
G. J. Scaggs Collector
Robert G. Curtis Receiver
Wm. R. Johnson Mag. Agent
- 305. UNWIN; Rat Portage, Ontario.**
Meets in Garfield Hall, every Wednesday even-
ing.
Wm. Burrage, Box 40 Master
Russell Woods Secretary
Wm. Munt Collector
Chas. Unwin Receiver
Wm. Burrage, Box 40 Magazine Agent

- 304. GRANITE STATE; Concord, N. H.**
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 4 P. M. in Temple Hall, Sanborn Block.
B. B. Chandler, West Concord Master
W. F. Cleary, 28 Pearly St Secretary
H. S. Mann, No. 8 Staleman Building Collector
H. W. Morrill, Box 881 Receiver
J. C. Muzzy, Bradford, N. H. Magazine Agent
- 307. HANSEN; Springfield, Mass.**
Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
Chas. A. Chapin, B. & A. Engine House Master
J. A. Simons, 130 Patton St Secretary
John Fenton, 585 Chestnut St Collector
M. D. Newton, Merrick, Mass Receiver
F. R. Childs, B. & A. Eng. House, Magazine Agent
- 308. BELLE HAVEN; Alexandria, Va.**
Meets 2d and 4th Sundays at Lunt's Hall.
Wm. M. Manfield, 1018 Duke St Master
J. B. Fitzgerald, 1012 Duke St Secretary
H. J. Mortimer, Duke St Collector
W. A. Moor, 1211 Duke St Receiver
H. J. Mortimer Magazine Agent
- 309. BARTHOLDI; Long Island City, L. I., N. Y.**
Meets 2d Mondays and 4th Saturdays in Schwalenberg Hall.
Geo. H. Stinman Master
Jno. W. Brown, 181 Freeman St. Secretary
John J. Galvin, 46 Clay St., Green Point, L. I., N. Y. Collector
Frank Sembler Receiver
Hugh H. Riddle, 102 Third st. Receiver
W. A. Barnum, College Point, L. I. Mag. Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
Meets alternate Mondays and third Sundays in Chosen Friends Hall.
H. C. Martin Master
Joshua T. Cole Secretary
W. J. Toole Collector
G. B. Meyers, Box 108 Receiver
Joshua T. Cole Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Ia.**
Meets in V. A. L. Hall 1st and 3d Sundays.
Wm. B. Tidball Master
J. C. Hanby Secretary
Dennis E. Curran Collector
Ed. L. Condon, L. Box 34 Receiver
Ed. L. Condon, L. Box 34 Magazine Agent
- 312. BLUE VALLEY; Wymora, Neb.**
Meets in Masonic Hall 1st and 3d Sundays at 2:30 P. M.
W. F. Hacket, Box 138 Master
E. T. Luster Secretary
Jacob M. Long, Box 22 Collector
S. E. Fulton, Box 46 Receiver
B. A. Downen, L. Box 53, Beatrice Mag. Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets alternate Mondays at 7:30 P. M.
Melvin S. Laughlin, L. Box 54 Master
Melvin S. Laughlin, L. Box 54 Secretary
Harry W. Chow, L. Box 597 Collector
E. C. Haddock, 120 N. 5th St., Kansas City, Kan Receiver
City, Kan Magazine Agent
- 314. MUTUAL; Knoxville, Tenn.**
Meets 1st and 3d Wednesdays at 7:30 P. M. in Engineer's Hall, North Knoxville, Tenn.
Frank A. Stephens, 5 E. Depot St Master
Walter Green, 30 E. Park St Secretary
Wm. H. Booth, 5 E. Depot St Collector
W. T. Armstrong, 38 Florida st. Receiver
J. C. Pickins, 30 E. Park St Mag. Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at Odd Fellows Hall 101 Hudson avenue.
Jas. M. Williams, 20 Canal St., Troy, N. Y. Master
H. A. Norton, 119 Hudson Ave Secretary
Willis J. Spafford, 2252 Fifth Ave., Troy Collector
H. E. Peach, 44 George St Receiver
H. A. Norton, 119 Hudson Ave Mag. Agent
- 316. ONEGA; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at Siebert's Hall, corner Jefferson and Bristol Sts.
W. H. Walsh, 1903 Broadway Master
John Shafer, D. L. & W. shops Secretary
P. J. Donovan, 780 8 Division St Collector
Robt. O. Williams, 89 Watson St Receiver
Robt. O. Williams, 89 Watson St, Magazine Agent
- 317. MOUNT PENN; Reading, Pa.**
Meets 1st and 3d Sundays, at 9:30 A. M. in Bland's Hall, 9th and Penn Sts.
Daniel H. Deeter, 833 Elm St Master
Wm. Gordon, 836 Green St Secretary
James Madden, 706 Franklin St Collector
L. Brownback, 417 N. 10th St. Receiver
M. W. Pottelger, 547 N. Ninth St Mag. Agent
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**
Meets 1st and 3d Monday evenings at 7:30, in Speck's Block, cor. 2d and Haslewood avenue.
J. F. Wills, Glenwood, 23d Ward Master
R. C. Chamberlain, Glenwood, 23d Ward Secretary
Clayton L. Werts, Glenwood, 23d Ward Collector
W. B. Knepper Receiver
J. E. Fox, Glenwood, 23d Ward Magazine Agent
- 319. ORPHANS' HOPE; Dennison, Ohio.**
Meets every Tuesday at 7:30 P. M. in I. O. O. F. Hall.
I. L. Hardesty Master
J. C. Faigt Secretary
John Bosch Collector
Harry B. Brown, Jr. Receiver
Harry B. Brown, Jr. Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**
Meets 1st Sunday at 2 P. M. and 3d Wednesday at 7:30 P. M. at Wilde's Hall, corner Seventh and Bradley Sts.
D. Lordan, 939 Burr St., St. Paul Master
J. H. Salley, 617 Minnehaha St., St. Paul, Secretary
Peter Copeland, 468 Case St., St. Paul Collector
R. A. Hetherington, 738 Payne ave, St. Paul Receiver
T. F. Friedly, 617 Minnehaha st. Mag. Agent
- 321. SNOW DRIFT; Chapeau, Ont.**
Meets in B. of L. F. Hall, every Monday at 8 P. M.
John B. Dexter Master
James McAdam, C. P. R. R Secretary
Kenneth McRae Collector
James McAdam, C. P. R. R Receiver
Herbert D. Gay Magazine Agent
- 322. WISSAHICKON; Philadelphia, Pa.**
Meets 2d and 4th Sundays of each month, at 8 E. cor. 10th and Spring Garden Sts.
C. W. Weidner, 708 Kohn St., Norristown, Master
James Haas, 2135 Darien St Secretary
Wm. A. Hton, 1210 Jakdale St Collector
Joseph Harrison, 668 Jay St Receiver
L. D. Woodington, 1939 N. 9th st Mag. Agent
- 323. ANTHRACITE; Tamaqua, Pa.**
Meets in Kern's Hall, 3d and 4th Sundays.
Jas. J. Harty Master
Wm. Heckman, Box 367 Secretary
Michael Schmauch Collector
Wm. J. Dintinger, Box 347 Receiver
Jos. Mucklow Magazine Agent
- 324. MOUNTAIN GROVE; Catawissa, Pa.**
Meets 2d and 4th Sundays of each month at 2 P. M. in News Item Hall.
J. W. Fisher, Box 174 Master
Jeremiah Haley Secretary
Jeremiah Haley Collector
J. W. Fisher, Box 174 Receiver
W. Bowman, Milton, Pa. Magazine Agent
- 325. SCHUYLKILL VALLEY; Pottsville, Pa.**
Meets 2d and 4th Sunday evenings of each month.
Jesse M. Elder, 701 Market St Master
Charles H. Wesley, 315 N. Third St. Secretary
W. H. Gowan, 122 N. Coal St. Collector
James Templin, 57 N. Cole st Receiver
Nicholas Kuebles, 45 E. Savoy St., Palo Alto, Pottsville Magazine Agent

- 330. FOLWELL; Bradford, Pa.**
Meets 1st and 3d Sunday evenings in in G. A. R. Hall.
G. P. Clough, 6 Allison St. Master
M. W. Maybee, 7 Pike St. Secretary
C. Billington, 28 Hilton St. Collector
G. P. Clough, 6 Allison St. Receiver
P. T. Lane, 18 Boyceston St. Magazine Agent
- 337. SILVER MOUNTAIN; Needles, Cal.**
Meets every Saturday evening in B. of L. F. Hall.
Wm. Field Master
Leonard Leutinger Secretary
Chas. Diffebaugh Collector
M. H. Smith Receiver
John M. Griffith Magazine Agent
- 338. STONE BALLAST; Plattsmouth, Neb.**
Meets every Sunday at 2 P. M. in K. P. Hall.
A. F. Zinn Master
E. W. Carpenter, Box 337 Secretary
A. M. Roger, Box 1067 Collector
H. F. Zinn Receiver
V. M. Mullis Magazine Agent
- 339. SOLOMON VALLEY; Downs, Kansas.**
Meets 1st and 3d Sundays at 7:30 P. M. in Masonic Hall.
H. E. Wade Master
A. Dillon, L. Box 183 Secretary
John Milheiser, Box 102 Collector
R. J. Dunlap, Box 219 Receiver
R. J. Dunlap, Box 219 Magazine Agent
- 340. RIVER VIEW; Kansas City, Kansas.**
Meets 2d and 4th Sundays at 7:30 P. M. at Melville Hall.
T. J. Birch, 1499 1/2 Wyoming St., Kansas City, Mo. Master
Frank Vaughn, 909 Kansas Ave., Armourdale Secretary
G. W. Smith, 20 Ames St. Collector
K. D. Root, 919 6th St. Receiver
Ferry Ayers, Armourdale Magazine Agent
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**
Meets in Foresters' Hall, Cor. 81st St. and Vincennes Ave., Auburn, Ill., on 1st and 3d Mondays at 8 P. M.
John H. McCarty, South Englewood Master
J. D. Flood, Box 31, So. Englewood Secretary
Abe. L. Leidich, Auburn Park Collector
J. D. Flood, Box 34, So. Englewood Receiver
Fred Wall Magazine Agent
- 332. STONE MOUNTAIN; Augusta, Ga.**
Meets every alternate Sunday in hall corner of Broad and Jackson Sts.
Wilkie B. Hans Master
Thos. H. Peabworth, 914 Fenwick St. Secretary
E. J. Graham Collector
B. W. Furber, Ga. R. R. shops Receiver
Jas. S. Downing, Ga. R. R. shops Magazine Agent
- 333. FAIRMOUNT; Philadelphia, Pa.**
Meets alternate Wednesdays at 8 P. M., at Erickson's Hall, 3947 Lancaster St.
P. J. Lawton, 746 N. 36th St. Master
G. V. Plant, 3911 Wallace St., W. Phila., Secretary
C. H. Maul, 830 N. 40th St. Collector
Harry C. Ewing, 830 N. 40th St. Receiver
H. C. Ewing, 830 N. 40th St. Magazine Agent
- 334. ELLSWORTH; Philadelphia, Pa.**
Meets 2d and 4th Sundays of every month at Patterson Post Hall, Broad above Ellsworth St.
H. C. Smith, northwest corner Stocser and Washington Ave. Master
Wm. Akin, 2640 Collins St. Secretary
J. J. Jamison, 706 N. 36th St. Collector
H. A. Krause, 1706 Alton St. Receiver
Harry Yocum, 921 S. 18th St. Magazine Agent
- 335. SAINT ADOLPHUS; Hochelaga, Canada.**
Meets at B. of L. F. Hall, 11 Moreau St.
Alfred Pring, 20 Roch Laue, Montreal Master
Jno. Langstreth, 107 Marlborough St. Secretary
Patrick McCall, 306 Logan St. Collector
J. G. A. Brazeau, 83 Moreau St. Receiver
J. Langstreth, 107 Marlborough St. Magazine Agent
- 336. FALL RIVER; Needlesha, Kansas.**
Meets 2d and 4th Saturdays, in Pierce's Hall.
R. C. McClellan Master
L. N. Baker, Box 178 Secretary
Chas. Koehler Collector
R. C. McClellan Receiver
Matt. J. James Magazine Agent
- 337. BIG FOUR; Kansas City, Mo.**
Meets alternate Tuesdays at 7:30 P. M., at Summerwell's Hall, 21st and Drapp Sts.
Homer Howard, 1210 Reservoir Ave. Master
Chas. T. Largent, 1609 Bellview Ave. Secretary
Chas. T. Largent, 1609 Bellview Ave. Collector
N. F. Clough, 1812 Holly St. Receiver
J. A. Brown, 1827 Holly St. Magazine Agent
- 338. WEST BRANCH; Remov, Pa.**
Meets alternate Sundays in Spangler's Hall, Cor. 6th St. and Huron Ave., at 1:30 P. M.
Frederick Kerby Master
R. C. McFarland Secretary
W. C. Robinson Collector
G. B. McManigal Receiver
James Campbell Magazine Agent
- 339. WHITE BREAST; Charlton, Iowa.**
Meets at Woodman's Hall.
T. H. Sanford, Box 620 Master
A. M. Williby, L. Box 781 Secretary
Jas. C. Beck, Box 349 Collector
A. M. Williby, L. Box 781 Receiver
M. Dunn Magazine Agent
- 340. STAR OF THE WEST; Newton, Kan.**
Meets in Odd Fellows' Hall alternate Thursdays, at 7:30 P. M.
Wm. Gilpin, 408 West 5th St. Master
D. W. Moody, 412 West 4th St. Secretary
Chas. S. Druce, L. Box 169 Collector
John M. Kelly, South Main St. Receiver
Chas. T. Bant, Lock Box 169 Magazine Agent
- 341. GOLD RANGE; Donald, B. C.**
Meets in Firemen's Hall every Wednesday.
Arthur Randall Master
Willis J. Armstrong Secretary
Geo. B. Govett, Box 49 Collector
Thos. B. Clench Receiver
R. J. Geddis, Rogers Pass, B. C. Magazine Agent
- 342. CASCADE; Medicine Hat, North West Terr.**
Meets in Masonic Hall, 2d Wednesday and 4th Thursday.
Burley Wallis, Box 66 Master
James Hawthorne, Box 66 Secretary
William Rutherford, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Leonard Dobbin, Box 66 Magazine Agent
- 343. WHITSETT; North Danville, Va.**
Meets every Sunday at 2 P. M., in Union Hall.
H. P. Andrews Master
C. B. Coltrane Secretary
Chas. R. Kislney Collector
Wm. A. Kiziah, Box 21 Receiver
H. P. Andrews Magazine Agent
- 344. BRADSHAW; Columbia, S. C.**
Meets in K. of P. Hall every Sunday at 10:30 A. M.
D. C. Dickert, Box 68 Master
B. D. Morton, Box 68 Secretary
E. J. McMeekin, Box 68 Collector
G. P. Lawrence, Box 68 Receiver
Oscar Land, Box 68 Magazine Agent
- 345. FRONT END; Paris, Texas.**
Meets every Saturday at 8:00 P. M.
W. H. Dickinson, Box 24 Master
J. E. Gerard, Box 24 Secretary
J. E. Gerard, Box 24 Collector
James Lyons, Box 24 Receiver
J. N. Ballow Magazine Agent
- 346. FLOWERY LAND; Pensacola, Fla.**
Meets in Odd Fellows' Hall 1st and 3d Mondays.
F. T. Martin, 107 East Wright St. Master
Jas. E. Buckley, 107 E. W. Wright St. Secretary
J. W. Chrisholm, L. & N. Shops Collector
Jas. I. Sizer, 416 E. Wright St. Receiver
J. W. Chrisholm, 1012 E. Laura St. Magazine Agent

247. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall, 1st, and 3d Thursdays at 7 P. M.
 Wm. C. Fadel, Box 314 Master
 John Huser, L. Box 585 Secretary
 Augustus Falkner Collector
 B. S. Williams, L. Box 21 Receiver
 C. H. Voris Mag. Agent

248. BLUE MOUNTAIN; LaGrande, Oregon.

Meets in I. O. O. F. Hall 1st and 3d Wednesdays at 7 P. M.
 F. G. Schilke, L. Box 37 Master
 Chas. Norby Secretary
 J. W. Dillinger Collector
 John Walker Receiver
 F. E. Herr, L. Box 37 Magazine Agent

249. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
 H. E. Hamblen, New Durham Master
 L. T. Burns, New Durham, N. J. Secretary
 L. T. Burns, New Durham, N. J. Collector
 Harry Poynton, New Durham, N. J. Receiver
 Joe Lewis, New Durham, N. J. Mag. Agent

250. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.
 Joseph B. Hoffman Master
 James E. Van Horn Secretary
 Christopher Greenwall Collector
 Theodore R. Merts Receiver
 Levi M. Landis Magazine Agent

251. HOME; White Haven, Pa.

Meets in Runkey's Hall at 2 P. M., 2d and 4th Sundays.
 Jas. N. Deterline Master
 Edward McNailey Secretary
 Amos Flowers Collector
 Wm. Wall Receiver
 Jas. N. Deterline Magazine Agent

252. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall 1st and 3d Sundays at 1:45 P. M., and 4th Monday at 7:30 P. M.
 Chas. E. Preston, Box 143 Master
 Geo. E. Prentiss Secretary
 G. W. Allen Collector
 C. P. Kelley, Box 336 Receiver
 Geo. Hobert, Box. 444 Magazine Agent

253. MARBLE CITY; Rutland, Vt.

Meets 1st and 3d Sundays in E. A. U. Hall.
 John Grady, No. 8 Pine St Master
 C. F. Whitehouse, 77 River St Secretary
 C. F. Underhill, No. 8 Pine St Collector
 L. S. Johnson, No. 3 Elynn St. Receiver
 Wm. H. Murry, 17 Franklin St Magazine Agent

254. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall 2d Sundays and 4th Saturdays.
 John Hotton, Troy St. and Summit ave., Jersey City, N. J. Master
 John Gademan, 7 Nelson ave, Jersey City, N. J. Secretary
 Patrick Ash, South Orange, N. J. Collector
 Emmons C. Williams, Morristown, N. J., Receiver
 John Gademan, 7 Nelson ave., Jersey City N. J. Magazine Agent

255. STONE CITY; Joliet, Ill.

Meets in Switchman's Hall 1st Tuesdays at 7:30 P. M., and 3d Sundays at 2:30 P. M.
 W. W. Brooker, 134 S. Hickory St Master
 Chris. Nolan, 123 Grover St. Secretary
 Harrison McPeck, C. S. F. & C. R. R. Collector
 T. F. Hannan, 411 S. Deaplanes St. Receiver
 Chas. O. Bond, care Joliet Mfg Co Mag. Agent

256. CHAUNCEY E. DEWEY; Albany, New York.

Meets 1st and 3d Tuesdays.
 Frank C. Wilson Master
 E. J. Lilly, 57 First street Secretary
 R. J. Lilly, 57 First street Collector
 Scranton E. Sweet, 636 Liberty St., Schenectady Receiver
 F. Degroff, 160 Clinton Ave Magazine Agent

257. JUSTICE; Vanceboro, Maine.

Meets in A. O. U. W. Hall at Vanceboro and Main Streets, 2d and 4th Saturdays.
 J. E. Shea Master
 Whitfield Nobles Secretary
 C. J. Tabor, Woodstock, N. B. Collector
 W. E. Dresser Receiver
 E. L. Hagerman, Woodstock, N. B. Mag. Agent

258. COOKE; West St. Paul, Minn.

Meets in I. O. O. F. hall, Cor. Fairfield and Dakota Ave., 2d and 4th Sundays at 2:00 P. M.
 F. J. Swanson, C. St. P. & K. C. Master
 Roud House, Chicago, Ill. Secretary
 S. W. Thorp, 94 Fairfield Ave Collector
 H. Ferriman, 185 Congress St Receiver
 P. Denney, C. St. P. & K. C., Round House, Chicago, Ill Receiver
 W. H. Brownson, 280 E. Congress St. Mag. Agent

259. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
 T. M. Brown, E. Lincoln Ave Master
 H. E. Hansen, 730 East Lincoln Ave Secretary
 Chas. Weddle, 622 E. 4th St Collector
 E. E. Dickson, Box 365 Receiver
 H. E. Hansen, 730 East Lincoln Ave Mag. Agent

260. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall second and last Sunday.
 Joe A. Taylor, Room 46, Henry Block, Main St. Master
 A. W. Binn, E. High St Secretary
 Elmer E. Leonard, Forest House, E. High St. Collector
 A. W. Binn, E. High St Receiver
 S. Bradamer, Forest House, E. High St. Mag. Agent

261. TRIED AND TRUE; Vincennes, Ind.

Meets in K. of H. Hall 1st & 3d Sunday at 2 P. M.
 Wm. H. Cunningham, O. & M. shops Master
 M. J. Cunningham, O. & M. shops Secretary
 Chas. Shermernhorn, O. & M. shops Collector
 John H. Kerman, O. & M. shops Receiver
 Grant Hill, O. & M. Shops Magazine Agent

262. CATABACT; Niagara Falls, Ontario.

John Rogers Master
 T. Swallow, Suspension Bridge, N. Y. Secretary
 J. W. Frances Collector
 H. Dickout, Montrose, Ont Receiver
 J. W. Francis Magazine Agent

263. METROPOLITAN; New York, N. Y.

Meets at 490 Eighth Ave., 1st and 4th Sunday afternoons.
 J. M. Bally, 204 E. 112 St Master
 Nat. Sawyer, 205 W. 61st St., 2d Flat Secretary
 A. W. Eggleston, White Plains, N. Y. Collector
 M. J. Lynch, Box 357, White Plains, N. Y. Receiver
 M. J. Lynch, Box 357, White Plains, N. Y. Magazine Agent

264. SINGERLY; Philadelphia, Pa.

W. G. Staats, 6311 Woodland ave Master
 A. J. Lawton, 1203 Welsh st., Chester, Pa. Secretary
 G. W. Greck, Jr., B. & O. Round House, Collector
 J. I. Way, 305 Tome St., Baltimore, Md., Receiver
 E. G. Dennis, 40 W. and Chester ave, Mag. Agent

265. VIOLET; Bellows Falls, Vt.

Meets 1st and 3d Saturday eve., in G. A. R. Hall.
 G. C. Farnsworth, Charleston, N. H. Master
 A. E. Wells, Box 568 Secretary
 F. L. Darling, Windsor, Vt. Collector
 A. G. Firman, Windsor, Vt. Receiver
 F. E. Keach, 6 High St., Brattleboro, Vt. Magazine Agent

266. HAGERSTOWN; Hagerstown, Md.

Meets in Red Men's hall, Cor. W and P streets, 2d and 4th Sundays.
 S. F. Johnson, 342 W. Washington st Master
 J. M. Buchanan, 38 Walnut st Secretary
 Chris. E. Rohrer, 307 High st Collector
 D. A. Wallace, 20 Salem ave Receiver
 J. M. Buchanan, 38 Walnut St Mag. Agent

267. MORGAN CRANE; Somerset, Ky.

Meets 1st and 15th of each month, in Engineer's and Firemen's Hall.
 George L. Peffer Master
 John Dikeman Secretary
 Martin B. Cenniff Collector
 James Ford Receiver
 M. J. McCabe Magazine Agent

- 368. DEEP WATER; Springfield, Mo.**
Meets at K. of P. Hall 1st and 3d Mondays.
B. S. Chinn, 802 W. Elm St. Master
E. Austin, 808 N. Main St. Secretary
Chas. Hall, 847 N. Cammel St. Collector
C. W. Henry, College st, Denton block,
Rooms 9 and 10 Receiver
C. W. Hall, 963 Union st. Mag. Agent
- 369. WALNUT VALLEY; Eldorado, Kan.**
Meets in K. of P. Hall 2d and 4th Sundays.
R. H. Kitzelman Master
E. S. Mead, Box 422 Secretary
M. Fitzgerald, Box 185 Collector
Fred Slev, Box 196 Receiver
C. J. Lester Magazine Agent
- 370. NEONHO VALLEY; Council Grove, Kan.**
Meets 1st and 3d Wednesday evenings in A. O.
U. W. Hall.
Chas. Torrence Master
Clarence Stone Secretary
Chas. M. Leeman Collector
Chas. Torrence Receiver
J. S. Lowe Magazine Agent
- 371. COVENANT; Nevada, Mo.**
Meets 1st and 3d Fridays at 7:30 P. M.
G. B. Meek, Box 256 Master
J. T. Gray, Box 256 Secretary
Robt. McClain, Box 256 Collector
John Dandy, Box 256 Receiver
James T. Gray, Box 256 Mag. Agent
- 372. SIGNAL MOUNT; Big Springs, Texas.**
Meets in Engineer's Hall 1st Wednesday after
noon and 3d Wednesday evening.
R. J. Bible Master
G. H. Smith Secretary
S. E. Ord Collector
Edward Lyons Receiver
Dennis Ryan, Box 83 Magazine Agent
- 373. J. T. HARRIS; Birmingham, Ala.**
Meets in Reen Hall, Allen building, Morris Ave.
every Sunday at 9 A. M.
W. F. Young, 1731 Avenue A Master
P. A. Webb, Box 30 Secretary
P. A. Webb, Box 30 Collector
W. F. Young, 1731 Avenue A Receiver
Walter Bailey, 2409 Ave C Mag. Agent
- 374. McALLIS; Elk; HERRINGTON, Kan.**
Meets in K. P. Hall, 1st and 3d Thursdays at 7:30
and 2d and 4th Thursdays at 2 P. M.
L. Gay Master
H. S. Smith Secretary
W. W. Campbell Collector
H. Marce Receiver
- 375. FRIENDSHIP; Dayton, Ohio.**
Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
N. W. Rose, 149 La Belle St. Master
John E. Glynn, 26 Costellow St. Secretary
John Stevens, 64 Bell St. Collector
John F. Hoban, 635 E. Second St. Receiver
John Ryan, 120 Crane St. Magazine Agent
- 376. J. H. KIRK; Horton, Kan.**
Meets 1st and 3d Saturdays at 7:30 P. M.
C. C. Sutherland, L. Box 89 Master
Wm. Ashworth, L. Box 39 Secretary
Wm. Ashworth, L. Box 39 Collector
Thomas Sheahan, L. Box 39 Receiver
James E. George, L. Box 43 Magazine Agent
- 377. MITCHELL PLATE; Conneaut, Ohio.**
Meets 1st and 3d Wednesdays in A. O. U. W., Hall,
over City Bank.
W. H. Johnston, L. Box N Master
C. S. Ellinwood Secretary
S. Menaffey Collector
C. A. Wilcox, Box 301 Receiver
C. S. Ellinwood Mag. Agent
- 378. HOLBROOK; Chartiers, Pa.**
Meets every Sunday in Christian Hall, McKees
Rocks, Pa.
Geo. Jam s, 406 Henry St., McKees-
port, Pa. Master
D. W. Scott, McKees Rocks P. O., Pa. Secretary
John Ailor, Point Bridge toll house,
S. S. Pittsburgh, Pa. Collector
Frank J. Thomer, 3708 Fifth ave.,
Pittsburg, Pa. Receiver
Elmer E. Lewis, 175 Third avenue, Pitts-
burg, Pa. Magazine Agent
- 379. WEAVER; Sayre, Pa.**
Meets in K. of H. Hall, Cornell's Block, 1st and
3d Sunday at 11 A. M.
John Durkin, Box 437 Master
John Durkin, Box 437 Secretary
Chas. L. Burroughs, Box 896 Collector
Wm. E. Preston Receiver
Archie C. Burr, Box 213 Magazine Agent
- 380. McKELVEY; Baltimore, Md.**
Meets 1st and 3d Sundays in Mechanic Hall, cor-
ner South Charles St. and Fort Avenue.
Chas. Priesteryahn, 1180 Bowen st. Master
C. E. Walsh, 181 S. Charles St. Secretary
C. W. Gardner, 1831 S. Charles st. Collector
C. E. Walsh, 1631 S. Charles st. Receiver
M. B. Donaldson, 1518 Light St. Mag. Agent
- 381. J. W. WALKER; Conemaugh, Pa.**
Meets every Sunday 1:30 P. M. in B. of L. F. Hall.
J. W. Walker Master
J. L. Williams Secretary
Harry M. McFeaters Collector
J. C. Hess Receiver
E. E. Pringle Magazine Agent
- 382. BETHESDA; Waukesha, Wis.**
Meets 1st and 3d Sundays at 2 P. M., in Engi-
neer's Hall.
R. A. Hanke Master
Joseph F. Freenor, Box 960 Secretary
John M. Dowd Collector
M. J. Crowley Receiver
Jno E. Moore Magazine Agent
- 383. PETROLEUM; Oil City, Pa.**
Meets at C. M. B. Hall on 1st Sunday at 8 P. M.,
and 3d Monday.
Thomas Martin Master
Jno. H. Qui k, Box 330 Secretary
Allison W. Jude Collector
John Davis, Box 763 Mag. Agent
- 384. R. H. WILBUR; Lehighon, Pa.**
Meets 2d and 4th Sundays in Reaber's Hall, First
and Bank Sts.
Alfred Dreisbach, Weisport, Pa. Master
Alvin A. Miller, Weisport, Pa. Secretary
John W. Beaver, Weisport, Pa. Collector
Alvin Rex, Weisport, Carbon Co., Pa. Receiver
Jno. J. Walters, Lehighon, Pa. Magazine Agent
- 385. MOUNTAIN DIVISION; Keyser, W. Va.**
Meets 2d and 4th Mondays at 10 A. M. in I. O. O.
F. Hall.
M. S. Tucker Master
John D. Heron Secretary
John W. Jankey Collector
Henry Montgomery Receiver
Frank B. Simmons Magazine Agent
- 387. RED ROCK; Schreiber, Ontario.**
Meets 1st and 3d Sundays in B. of L. F. Hall.
John Gardner, C. P. R. Master
W. H. Wadland, Box 104 Secretary
Philip P. McAllen, Box 111 Collector
Alfred Bible, Box 53 Receiver
M. E. Hartey, Box 21 Mag. Agent
- 388. PHIL. H. SHERIDAN; Milwaukee, Wis.**
Meets in Firemen's Hall, 170 Reid st., 1st and 3d
Sundays.
Thomas Tanner, 334 Barclay St. Master
John D. Singler, 207 Wisconsin St. Secretary
Elmer Knapp, 238 Jefferson St. Collector
Joseph Ennis, 576 Marshall St. Receiver
Wm. Schaller, 316 Mine al St. Magazine Agent
- 389. LIVINGSTONE; Chillicothe, Mo.**
Meets 2d and 4th Sundays at 2 P. M. in I. O. O. F.
Hall.
Edward E. Stockon Master
E. A. Dix Secretary
Geo. Zugschwerdt Collector
Wm. Wood, Box 629 Receiver
Mike Cunningham Magazine Agent
- 391. NUYO; Ft. Madison, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., in K. P.
Hall, N. W. Cor. Second and Pine Sts.
John C. Schafer Master
Wm. Hamilton Secretary
Harry R. Kinne Collector
O. L. McClellan Receiver
W. B. Bock Magazine Agent

MISCELLANEOUS DIRECTORY.

Brotherhood of Locomotive Engineers.

P. M. Arthur Grand Chief Engineer
 T. S. Ingraham First Grand Engineer
 De-Joss Everett Second Grand Engineer
 H. C. Bays First Grand Assistant Engineer
 Will meet in twenty-fifth annual convention at
 Richmond, Va., Wednesday, October 17th, 1888.
 GENERAL OFFICES:—Room 6, Blackstone Block
 Seneca street, Cleveland, Ohio.

Order of Railway Conductors.

C. S. Wheaton Grand Chief Conductor
 Edmund B. Cowan, Assistant Grand Chief Conductor
 Wm. P. Daniels Grand Secretary and Treasurer
 Will meet in twentieth annual convention at To-
 ronto, Ontario, Tuesday, May 8th, 1888.
 GENERAL OFFICES:—Cedar Rapids, Iowa.

Yard Masters' Mutual Benefit Association.

Edwin M. Carter President, Wilmington, Del
 Thos. G. Gresham First Vice President, Atlanta, Ga
 William Blow Second Vice President, Windsor,
 Ontario.
 Joseph Sanger Grand Secretary and Treasurer,
 Indianapolis, Ind.
 William Baird Corresponding Secretary, Phila-
 delphia, Pa.
 Will meet in fourteenth annual convention at
 Richmond, Va., Wednesday, June 13th, 1888.

Brotherhood of Railroad Brakemen.

S. E. Wilkinson Grand Master, Galesburg, Ill
 W. G. Edens Vice Grand Master, Bucyrus, Ohio
 Ed. F. O'Shea Grand Secretary and Treasurer,
 Galesburg, Ill.
 L. C. Foster, Jr. Grand Organizer and Instructor,
 Ithica, N. Y.
 Will meet in fifth annual convention at Columbus,
 Ohio, Monday, October 15th, 1888.
 GENERAL OFFICES:—Galesburg, Ill.

Switchmen's Mutual Aid Association.

James L. Monaghan Grand Master
 Frank Sweeney Vice Grand Master
 James L. Monaghan Grand Organizer and In-
 structor.
 Wm. A. Simsrott Grand Secretary and Treasurer
 Will meet in third annual convention at St. Louis,
 Mo., Thursday, September 20th, 1888.
 GENERAL OFFICES:—Room 19, No. 164 Washington
 street, Chicago, Ill.

LADIES' SOCIETIES B. OF L. F.

- 1. GOOD ENDEAVOR; Stratford, Ontario.**
 Meets 1st and 3d Wednesdays.
 Mrs. E. A. Ball President
 Mrs. M. Tuxton Vice President
 Mrs. W. E. Brooker Secretary
 Mrs. G. Nursey Treasurer
- 2. LADIES' AID; Phillipsburg, N. J.**
 Meets first Sunday in each month at 2:30 P. M.,
 Grinner's Hall.
 Mrs. C. Wil-on President
 Mrs. R. Hill Vice President
 Mrs. M. Teel Secretary
 Mrs. T. Roseberry Treasurer
- 3. PROGRESSIVE; Grand Rapids, Mich.**
 Meets every four weeks, at No. 13 Wenham ave-
 nue, at 2:00 P. M.
 Mrs. E. A. Geary, 40 Ninth avenue President
 Mrs. T. Haley, 425 4th ave Vice President
 Mrs. H. W. Norris, 59 River avenue Secretary
 Mrs. G. P. Downey, 13 Wenham ave Treasurer
- 4. HARMONY; St. Louis, Mo.**
 Meets every two weeks.
 Miss Ella Van Horn President
 Miss Laura Van Horn Vice President
 Mrs. C. E. Amos, 2346 Mullaphy St Secretary
 Miss Sophia Lullman Treasurer

6. HALLSTEAD; Hallstead, Pa.

Mrs. Wm. Oswald President
 Mrs. A. M. Sikes Vice President
 Mrs. J. H. Moran Secretary
 Mrs. Frank J. May Treasurer

7. J. J. LANNON; Susquehanna, Pa.

Mrs. Chas. Anderson President
 Mrs. John Keyes Vice President
 Mrs. M. Keme Secretary
 Mrs. J. J. Lannon Treasurer

8. FRIENDLY; Garrett, Ind.

Meets in Firemen's Hall, alternate Fridays at 2 P. M.
 Mrs. M. E. Stoner President
 Mrs. Mary Cunningham Vice President
 Miss Cora Smith, Box 169 Secretary
 Mrs. Lizzie Abrams Treasurer

9. WELCOME; Philadelphia, Pa.

Meets 1st and 3d Mondays in each month.
 Mrs. James French President
 Mrs. Paul Walker Vice President
 Mrs. Howard Reeder Secretary
 Mrs. Chas. Henk Treasurer

JAROS HYGIENIC UNDERWEAR, WOOL FLEECE, KNIT. PATENTS.

Especially Valuable for Railroadmen!

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BEST PROTECTION
TO THE BODY IN

COLD AND CHANGEABLE CLIMATES

RECOMMENDED BY MEDICAL
 AUTHORITIES in cases of Rheu-
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 Pulmonary Troubles, Bron-
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E. H. SARGENT, G.M., J. J. HANNAHAN,
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 have fully tested the SPECIAL FEAT-
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Among many REPORTS and ENDORSE-
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 " Missouri Pacific R. R. Co.
 " Chicago City R'y Co.
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 Central R. R.

Police and Fire Dept's: Chicago,
 St. Louis, Detroit, Minneapolis, St.
 Paul, Omaha, etc.

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 TRACT TERMS to BROTHERHOOD LOCO-
 MOTIVE FIREMEN, INQUIRE OF YOUR
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PRINTERS AND BOOK MAKERS,
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Special Attention given to fine Party and Wed-
 ding Work. Correct Styles.

The Following Circular Speaks for Itself.

TO WATCH DEALERS.

OFFICE OF
ROBBINS & APPLETON
104 State Street. CHICAGO.

Our attention having been called to the numerous complaints of watches becoming unreliable as time-keepers through *Magnetic and Electric* influences, and as the causes thereof increase with the introduction of *Electric Plants and Appliances*, some means of protection is necessary.

It has been demonstrated by experimental and practical tests that the

ANTI-MAGNETIC SHIELD

will protect a watch from the detrimental effects of *Magnetism*, and also has the effect of steadying its rate, thereby enabling all watches to produce a better average of time; we therefore recommend the **ANTI-MAGNETIC SHIELD** to all Dealers in *Waltham Watches*.

Some of the most imminent dangers which are destructive to the time-keeping qualities of a watch, and therefore should be provided against, in order to obtain the best results, are *Electric Railways, Dynamos, Electric Light Plants, Electric Motors, Magnetic Bells, The Application of Electricity in Medical Treatment, Electric Brakes on Railways, Locomotive Electric Headlights, Electric Lighting of Cars*, and other disturbing conditions, which are constantly arising when least expected.

MEN IN RAILROAD EMPLOY, where the most accurate time is required, and where the disturbing influences mentioned above are most seriously felt and aggravated by the peculiar condition of *Railway Service*, should exercise wisdom, and have their watches protected by the *Anti-Magnetic Shield*.

By **ROBBINS & APPLETON**, General Agents.

Yours Respectfully,

AMERICAN WALTHAM WATCH CO.

Anti-Magnetic Shield Cases for sale by all Dealers.

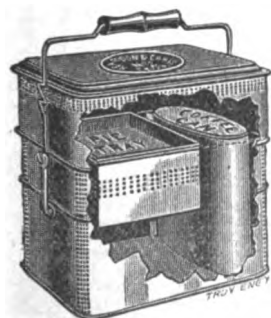
Messrs. Giles, Bro. & Co.

CLEVELAND, OHIO, July 22, 1887.

GENTLEMEN:—I am acquainted with the merits of the **GILES ANTI-MAGNETIC SHIELD** for watches, and believe it is a very valuable invention for protection of pocket time-pieces, and very desirable for railway service,

Yours Truly,
(Signed,)

P. M. ARTHUR, G. C. E.
T. S. INGRAHAM, F. G. E.
H. C. HAYS, F. G. A. E.



Railroad Square Patent VENTILATED DINNER PAIL

This cut shows our Ventilated Pail with its telescopic top, lock handle and large coffee flask. As this Pail will keep cooked food fresh a long time—is of large capacity and well made of good tin, every railroad man will find it the best Pail made for his use.



Size of No. 2 Pail is 9½ in. long by 5½ in. wide by 9½ in. high when locked up.

To introduce these Pails until further notice, we will deliver one No. 2 Ventilated Pail, boxed and expressage paid, at any express point in the United States on receipt of P. O. Order for one dollar and fifty cents.

REARDON & ENNIS,

Sole Manufacturers, Troy, New York.

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GRAND CHIEF BROTHERHOOD OF LOCOMOTIVE FIREMEN CIGARS!**THE BEST 5 CENT CIGAR EVER MADE.**

—OR SMOKE—

Grand Chief Brotherhood of Locomotive Engineers Cigars.**THE FINEST 10 CENT CIGARS ON THE MARKET****(TRADE MARK REGISTERED).****LIST OF WHOLESALE AGENTS.**

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 B. Wagner & Co., Detroit, Mich.
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 E. Gustin & Co., Bay City, Mich.
 C. C. Duff, Owosso, Mich.
 Stauben Wine Co., Jackson, Mich.
 Cody, Ball, Barnhart & Co., Grand Rapids, Mich.
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 Mann & Fawcett, New Albany, Ind.
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 G. D. Milligan & Son, Springfield, Mo.
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 R. C. Barker, Terre Haute, Ind.
 A. L. Webster & Co., Danville, Ill.
 A. W. Brenneeman & Co., Decatur, Ill.
 Stratton & Bird, Cairo, Ill.
 John O'Connell, Pine Bluff, Ark.
 Matt Weitz, La Crosse, Wis.
 Allen, Moon & Co., St. Paul, Minn.
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 Leets, Fletcher & Co., Marshalltown, Iowa.
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 L. Kirscht & Co., Council Bluffs, Iowa.
 Holcomb, Hinely & Bro., Creston, Iowa.
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 S. Pollock & Co., Keokuk, Iowa.
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 Harvey & Parker, Denver, Colo.
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 Waples, Platter & Co., Denison, Texas.
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 C. E. Ellis, New Bedford, Mass.
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TO THE BROTHERHOODS OF LOCOMOTIVE FIREMEN AND ENGINEERS:

The sum of Five Hundred (\$500.00) Dollars has been paid by us into the Treasury of the Grand Lodge of the Brotherhood of Locomotive Firemen, as royalty upon the sale of GRAND CHIEF Cigars, of which due acknowledgment has been made by the Grand Lodge, and in consideration of which our cigars have been endorsed and are now recommended to all members of the Order who desire to smoke a first-class cigar and at the same time contribute to the general fund of the Grand Lodge. Members of the Order should bear in mind that the Brotherhood receives a royalty upon the sale of all Grand Chief Cigars, and hence the larger the sales the greater the royalty. Every member is, therefore, invited to interest himself in the sale of the above brand of cigars and thereby contribute to the financial standing of the Grand Lodge and the Brotherhood at large.

These two brands of Cigars have been presented and tested by both Brotherhoods, at their respective conventions at New York and Minneapolis, and have received their Endorsement and Approval on both occasions, and are Guaranteed by the manufacturers to be the best Cigars on the market. The manufacturers also guarantee to keep these two Brands up to their present Standard quality at all time to come, and by so doing, hope to receive the liberal patronage of the two Brotherhoods they are named after, and also their recommendations to their many friends who are in want of a GOOD CIGAR.

Our Cigars are genuine unless each box has the photograph of F. M. Arthur or F. W. Arnold on the inside label and on the outside end of each box. Retail dealers should order from their nearest Wholesale Agent and if they refuse to get the cigars for them we will ship direct to the Retailer.

BRAVO & KEYES, Manufacturers,
BINGHAMPTON, N.

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J. - S. - TOWNSEND'S - COPYRIGHTED - RAILROAD - EMBLEMS.

CHARMS.



No. 010. B. L. E.
Engraved, \$11.00.
Set with 5 Garnets,
\$12.00.



No. 012. B. L. F.
Engraved, \$11.00.
Engraved, set with 3
Garnets, \$12.00.



No. 015. O. R. C.
Engraved, \$11.00.
Engraved, set with
5 Garnets, \$12.00.



No. 013. B. L. F.
Engraved, \$10.00
Engraved, set
with 3 Garnets,
\$11.00.



No. 011. B. L. E
Engraved \$10.00
Set with 5 Garnets,
\$11.00;

PINS.



No. 037. B. L. F.
Enameled, \$6.00.
Enameled set with
5 diamonds, \$14.00.



No. 029. B. L. F.
\$3.00



No. 027. B. L. E.
\$3.00.



No. 038. B. L. E.
Roman Gold
Chased, \$6.00.



No. 034. B. L. E.
Enameled, \$7.00.
Enameled, with 5
Ruby Garnets,
\$11.00



No. 035. B. L. E.
Roman Gold
Chased, \$3.00.



No. 025.
B. L. F. \$2.00.

RINGS.



No. 018. Oval Black
Onyx Top, encrusted
Gold Emblem, \$9.00.



No. 022. Very Heavy.
Letters Black Enam-
eled, \$12.00. Can be
made with any initials

EAR-RINGS.



No. 048, \$6.00 per pair.

Catalogue containing full description of all these goods and several thousand illustrations of handsomest designs in Watches, Jewelry, etc., furnished on application. We are headquarters for emblems of all kinds and original designers of the majority of railway badges manufactured in this country. Send for particulars of our new "CO-OPERATIVE WATCH CLUB" system.

We guarantee our goods and assure our customers of lowest wholesale prices at all times. As to our responsibility, etc., can refer to Messrs. F. P. Sargent, E. V. Debs, J. J. Hannahan and First National Bank of Chicago.

J. S. TOWNSEND,

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The James Means Shoes are exceedingly popular among railroad men. You may often hear them talking to each other about them, and boasting of how long they can make them last.

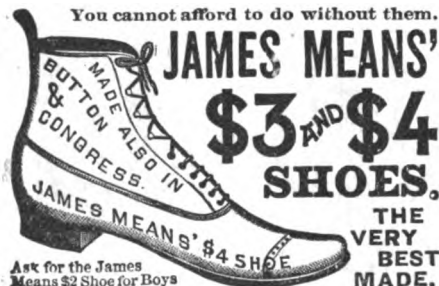
Ask your retailer for the
JAMES MEANS
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 OR THE
JAMES MEANS
 ✻\$3+SHOE✻

—According to Your Needs.—

CAUTION.—Positively none genuine unless our name and price appear plainly on the soles. Some dealers, in order to make larger profit, will recommend the inferior goods with which the market is flooded. **JAMES MEANS' \$4 SHOE** is light and stylish. It fits like a stocking and REQUIRES NO "BREAKING IN," being perfectly easy the first time it is worn.



The Doctor and the Letter-carrier are not talking about a case of serious illness. They have simply suspended work to discuss the merits of their shoes. The Letter-carrier says the James Means \$3 Shoe is the best in the world. The doctor denies it, and says that the James Means \$4 Shoe is better. Considering the needs of each, they are both right.



A PAIR OF SHOES COSTING TEN DOLLARS is a good thing, but a pair of James Means' \$4 Shoes and six extra dollars in your pocket are better. Those Shoes are sold by wide-awake retailers in all parts of the country.

which have hitherto been retailed at \$7 and \$8



We have a large trade with the soldiers of the United States Regular Army. They certainly would not buy the James Means Shoes as largely as they do if they had not found them unsurpassed in merit.



The Letter-carrier and the Policeman find the James Means Shoes just what they need. Their opinions are valuable, for they put their shoes to a most severe test.

JAMES MEANS' \$3 SHOE

Is the original \$3 Shoe, and is absolutely the only shoe of its price which has ever been placed extensively on the market in which durability is considered before mere outward appearance. These shoes are sold by the best retailers throughout the United States, and we will place them easily within your reach in any state or territory if you will send us a postal card, mentioning this magazine.

James Means & Co

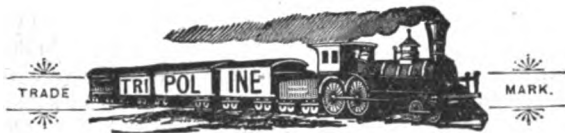
41 Lincoln Street,

—BOSTON, MASS.—



This Pedestrian is all ready for another tramp over the mountains. With a new pair of sole taps a cobbler can usually make an old pair of James Means \$3 Shoes just as good as new.

BAKER'S



TRIPOLINE

The Best and Cheapest **METAL POLISH** in the world for railroad, marine, stationary or fire engine work, (hot or cold) large signs, railings and other solid metals. Highly endorsed and in use by the U. S. Ordnance and Navy Departments, the leading stationary engineers, Fire Departments, Water Works and Electric Light Co's., also adopted by over thirty of the leading Railroad Companies.

Three Splendid Watches Given Away.

SPECIAL ANNOUNCEMENT TO R. R. FIREMEN.

The **MATCHLESS METAL POLISH CO.** announce to the firemen who are acting as, or desirous of acting as agents for the sale of **BAKER'S TRIPOLINE**, that the sales have been so satisfactory the past year on the merits of the Polish, that, in order to inspire renewed and increased effort to more extensively introduce and increase the sales of this "Best of all Metal Polishes," they will give to the three firemen who sell the greatest number of pound boxes, from July 1st to January 1st, next, Three Splendid Railroad Watches, purchased from one of the oldest and most reliable jewelry firms in Chicago, (Waltham or Elgin make) under their twenty year guarantee as A 1 timers, and especially adapted to the use of railroad firemen.

A correct account of sales of each fireman acting as agent will be kept, and award made and announced in next January number of the Magazine. Should the successful three or either of them desire Polish in lieu of the Watch, we will give for

1st PRIZE, 150 1-lb boxes Tripoline.

2nd " 100 " " "

3rd " 60 " " "

We will also make the price from July 1st, \$2.40 instead of \$2.50 per dozen, which retail here at 40 cents each. On orders of 6 dozen and over to be sent by freight, will allow \$1.00 discount, and on orders of 12 dozen and over a discount of \$2.00, which will, in most cases, more than cover freight.

Cash must always accompany orders, to avoid delays and mistakes.

Address,

The MATCHLESS METAL POLISH CO.,

88 Market Street, Chicago, Ill.

N. B. We cannot accept but one Agent in same locality.



KEYSTONE WATCH CASES.

Railroad men have more trouble with their Watches getting dirty than any class of men in existence, consequently it stands them in hand when buying a Watch to look well to the Case. Because no matter how fine a movement may be, if it is not properly protected it will soon become useless from particles of dust and dirt entering the delicate working parts. And it is not only the expense of cleaning but every intelligent man knows that the little fine particles of coal cinders cut and wear the delicate parts like emery.

All our Boss and Keystone Cases contain **DUST BANDS**, making them

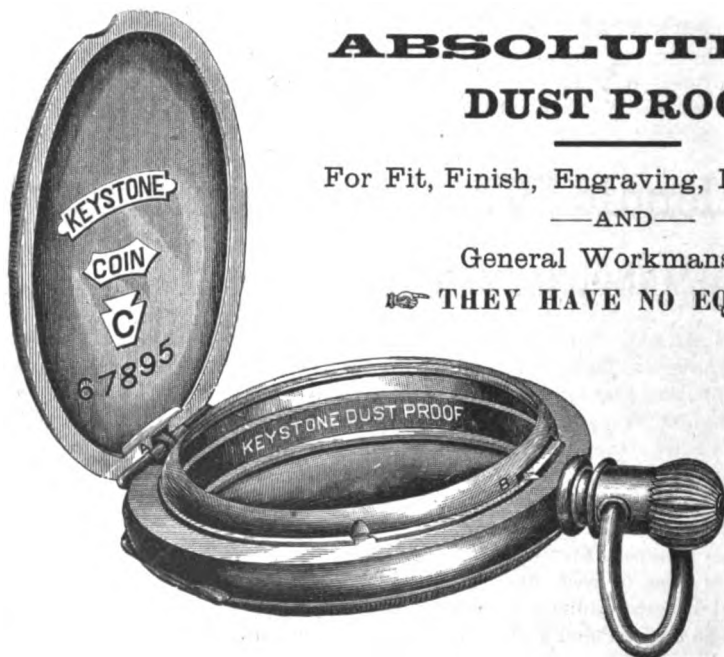
ABSOLUTELY DUST PROOF.

For Fit, Finish, Engraving, Designs, Shape

—AND—

General Workmanship,

THEY HAVE NO EQUALS



KEYSTONE WATCH CASE COMPANY,

19th and Brown Sts., PHILADELPHIA.

12 Maiden Lane, NEW YORK.

104 State St., CHICAGO.

CAUTION.—This Company manufactures CASES ONLY, and has NO CONNECTION WHATEVER with any other concern of similar name.

To be sure you get OUR CASE, see that it contains this trade mark.

